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BUYING THE BEST



With winter fast approaching, many of you will be thinking about retiring your Porsches from the road until spring. During this time, you're likely to be undertaking general maintenance work, but I'll wager you'll also be planning next year's motoring adventures. Anticipating exactly this, Kelsey Media (publisher of *911 & Porsche World*) has partnered with the team at Scenic Car Tours to bring you the Isle of Man Classic & Sportscar Weekend. You can discover the itinerary by visiting sceniccartours.com/kelsey and by flicking to page 68 of the magazine in your hands, but to summarise, this is a not-to-be-missed five-day tour of the Isle of Man including excursions unavailable for groups booking outside the Kelsey offer.

Which car to take, though? Sure, you might already own a Porsche, but maybe it's time to switch what's in your garage or buy a car specifically for road trips? In this issue of the world's biggest-selling monthly Porsche magazine, we invite experts to present their best buys for the year ahead. Extending the theme, we also hop inside a redeveloped 981 Cayman S, built to out-gun the new GT4 RS. Plus, we pitch a quartet of normally aspirated G-series 911s against one another. Which is the best buy, though? Read on and find out.



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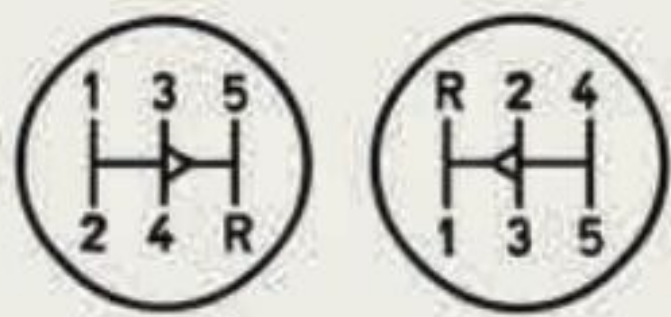
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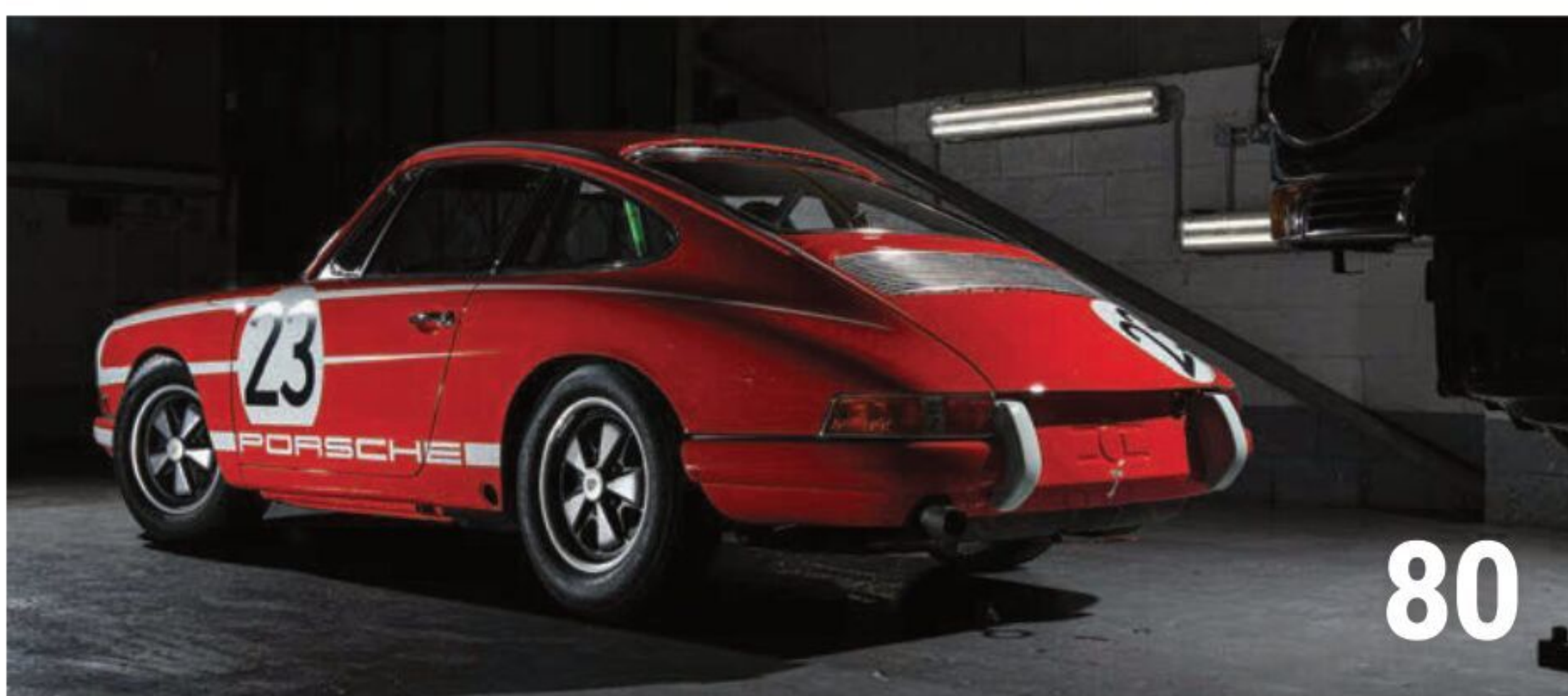
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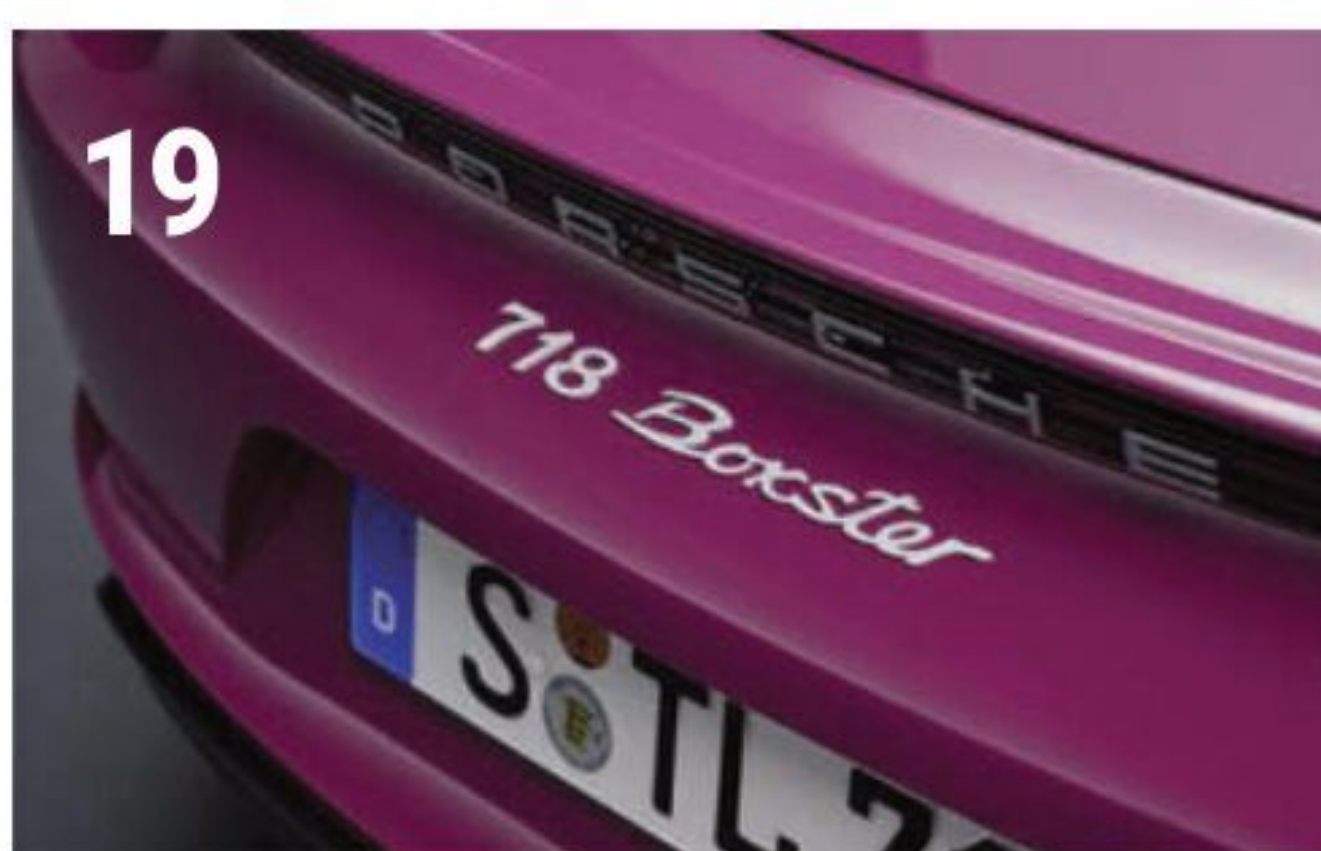




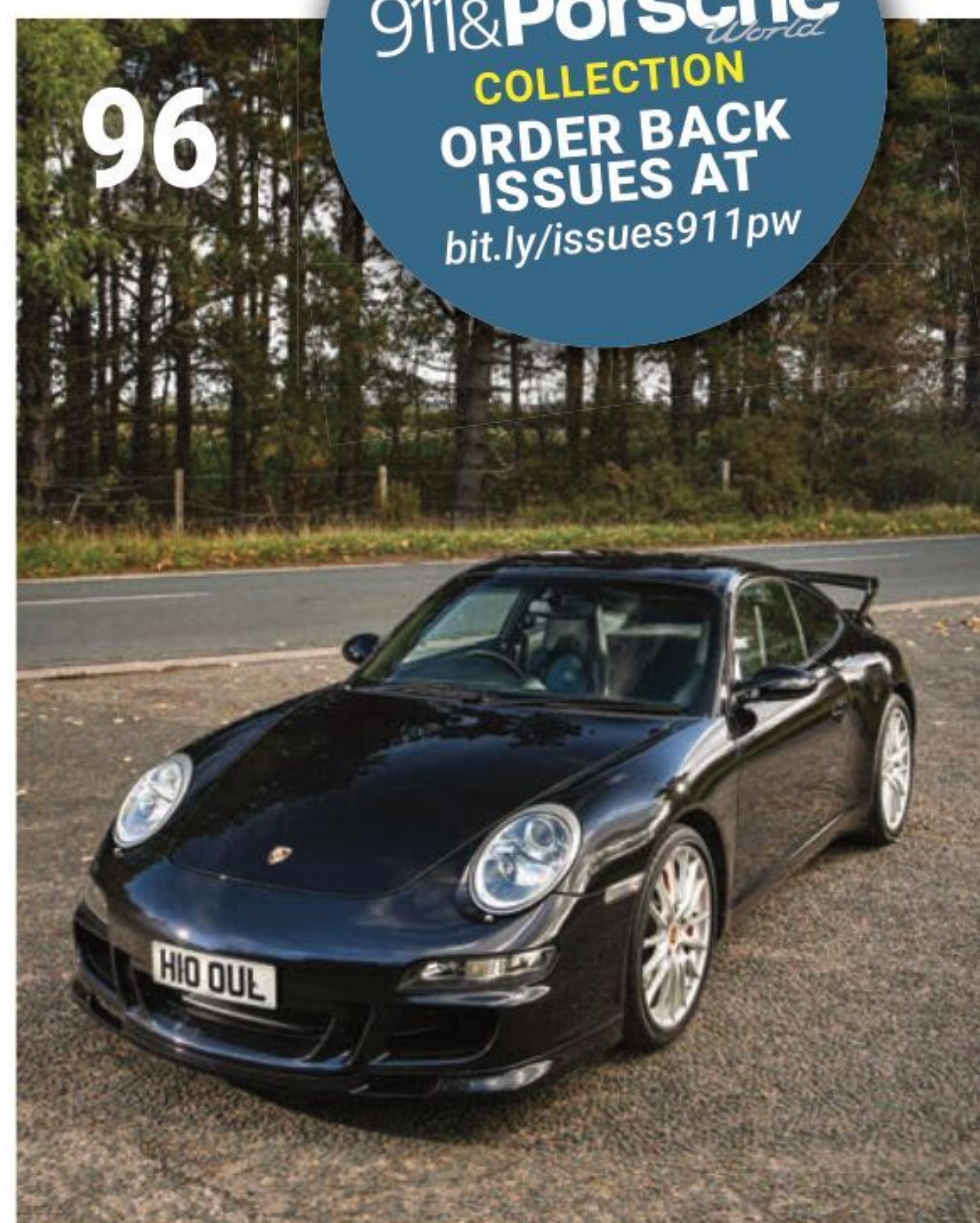
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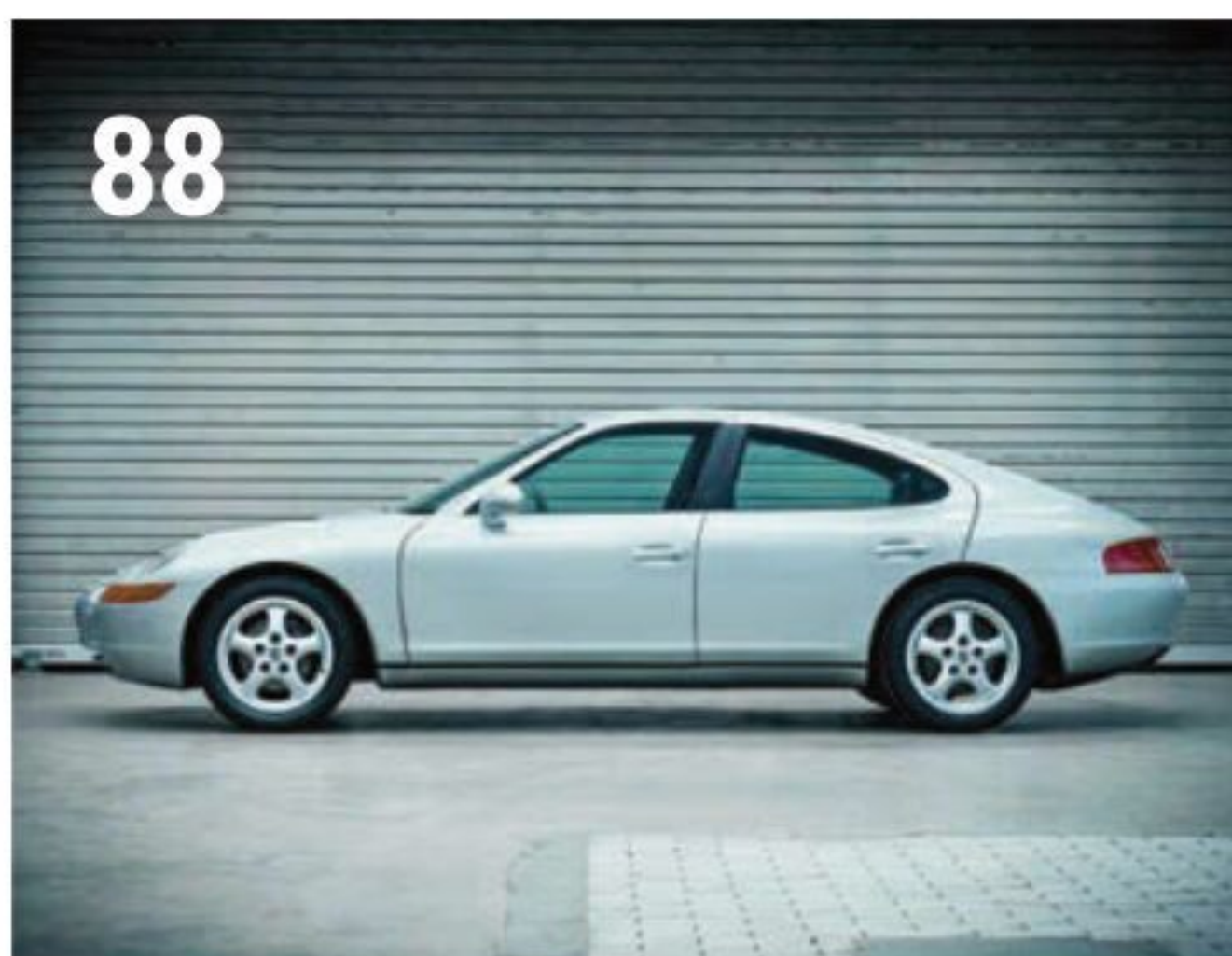


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ROAD RACER

Aimed at amateur racers wishing to pit their talents against a few hardened pros, the 944 Turbo Cup series spawned motorsport machines almost identical to their roadgoing siblings. Suddenly, anyone could play race driver...

Words Johnny Tipler Photography Chris Wallbank



Want to sell more of a particular model? Organise a single-make, one-model race series! That'll get 'em in the showrooms. On the racetracks, too. In order to boost the profile of the 944, Porsche did exactly this in 1986, instigating the 944 Turbo Cup series, which kicked-off in Germany. The championship piggy-backed off the ADAC Würth Supercup Group C weekends at the Nürburgring, the Avus in Berlin, the Hockenheimring, the Norisring at Nuremberg, plus a one-off race at Mainz Finthen airport.

Fair enough electing to run a single-model race series, but to what extent do you need to modify your selected showroom model to turn it into a race car? Shove in the largest capacity motor

at your disposal? Er, no. Install high-lift cams and a modded crank? Not really. In fact, the 944 Turbo Cup was not that different from the standard 944 Turbo. Sure, you fit a roll cage and firewall, but then simply delete and omit superfluous kit from the stock model. Some of it, anyway. You are, after all, proposing this as a racer for the road.

The modifications to the standard car were relatively straightforward, aimed at decluttering the 944 Turbo and rendering it race-worthy. A little weight was added by the aluminium Matter roll cage, but was saved with the deletion of underseal and the omission of unnecessary electrical apparatus, such as power windows. Lightweight door mirrors and a racing bucket seat for the driver were added, and that took care of the cabin. Kind of Club Sport light. Under the bonnet, a magnesium intake manifold was fitted,

as was a quick-ratio steering rack. Power steering was dismissed, while a limited-slip differential beefed-up the transmission.

The first 944 Turbo Cup race was held on April 27th 1986 at the Nürburgring Grand Prix circuit, which had been built two years earlier to augment (rather than replace) the long Nordschleife track. At the beginning of June 1986, five weeks after the series launched at the Green Hell, the opening round of the Canadian Rothmans Porsche 944 Challenge took place. Championships in South Africa, Canada, France and the USA followed. Significantly, 944 Turbo Cup was the forerunner of the multi-national Carrera Cup and Supercup series and was Porsche's calculated contribution to recreational motorsport. Anyone could have a crack at it and, in the inaugural seven-race series, hobby drivers went head-to-head with





professionals. The forty contestants shared a DM45,000 (€23,000) purse at each round – the higher you finished, the more you earned.

The bandwagon was rolling. In fact, for Porsche it had been rolling for a long time. The 944 Turbo Cup was born into an era of heady international motorsport, where Porsche could do no wrong. The Group C endurance racing epoch was reaching its zenith, with Porsche's all-conquering 956 B and 962 C rampant, handsomely winning the World Sportscar Championship six years running from 1981 through 1986. The 911 SC RS was a leading light in the European Rally Championship, and the 959-derived 4x4 won the Paris-Dakar Rally. In Formula One, TAG-Porsche turbocharged V6s were powering McLaren to successive constructor and drivers world titles. The flagship 217bhp 944 Turbo (factory code 951) arrived on the scene in 1985 and was promptly chosen as the basis for the manufacturer's new single-make series.

CAT ON THE LINE

Blitzing Le Mans or dune-bugging the Sahara in extreme machines like the 962 and 959 is great for corporate publicity and status, but to keep Porsche's motorsport exploits relevant for its regular showroom customers, 944 Turbo Cup racers were little modified from stock. The transition from leaded to unleaded fuel was on the horizon, so Porsche

insisted Turbo Cup cars ran with catalytic converters, a technology in its infancy at the time, though it's worth noting the 944 Turbo was the first car to produce an identical power output with or without

WITH CLOSE AND DRAMATIC RACING BETWEEN CARS OF IDENTICAL SPECIFICATION, THE SERIES WAS A HIT

a catalyst in place. As well as ensuring participating cars were environmentally acceptable, the objective was to assess the performance of a catalysed exhaust at full race temperatures.

The few changes to the standard car that first year included harder-rubber suspension bushes, thicker anti-roll bars (27mm and 21mm) stiffer spring and damper settings, plus eight-inch-wide front and nine-inch-wide rear Fuchs wrapped in 245/45/16 and 255/40/16 tyres respectively. Bearing in mind there were experienced players in the game, to ensure a level playing field, each car's ECU, knock sensor and boost pressure wastegate were sealed. Porsche stewards carried out spot checks on three cars chosen randomly after every race.

In the shape of the 924 Carrera GTS, there'd been a precedent for the 944 Turbo Cup car. At Weissach, Jürgen Barth and Roland Kussmaul had enjoyed success with the 924 Carrera GT and 944 GTP between 1979 and 1982, but by the mid-1980s, they were busy with other projects, including the 961 Le Mans

car and customer 962s. An additional project leader was hired. Step forward Dieter Glemser, former 906 racer, 1972 European Touring Car champ and veteran of the legendary Cologne Capri RS 2600

versus BMW 3.0 CSL battles of the early 1970s (surely, scope for a movie along the lines of *Ford vs Ferrari*?!). Clearly, Glemser was no stranger to front-engined GTs.

Top names in the inaugural 944 Turbo Cup included Jörg van Ommen, Roland Asch and Harald Gröhs, with tin-top expert, Jo Winkelhock, emerging victorious at the last round. The earnings

Above This particular 944 Turbo Cup was retained by Porsche for two years before it made its way to Italy





Above Magnesium intake manifold, wheels and oil sump helped reduce weight

Below Flying the flag for rare transaxles, the car won first-in-class at the Salon Privé Concours d'Elégance, where it trumped Derek Bell's 924 Carrera GT

were shared out in such a way the winner banked DM5,000 (€2,556), second place earned DM4,500 (€2,304), all the way down to twenty-fifth place, awarded DM100 (€51).

With close and dramatic racing between cars of ostensibly identical specification, the series was a hit. For 1987, Porsche elected to run five rounds in Germany and five at other tracks across Europe, namely Zolder, Spa-Francorchamps, the Nürburgring, Brno and Monza. Once established on the racing scene, the 1988 and 1989 Turbo Cup grids served as curtain-raisers for the higher-profile DTM rounds. The ten-race series ran at Zolder, Hockenheim, Nürburgring, Avus, Mainz-Finthen, Norisring, Hungaroring, Salzburgring,

Spa-Francorchamps and the Nürburgring again. Blaupunkt became title sponsor in 1987, hence the company's distinctive logo displayed on our feature car. Prize money rose by DM10,000 and the engines were re-chipped to make 250bhp, along with concessions to stiffer suspension.

At this point, aided by a larger turbocharger, the 944 Turbo Cup Car became rather more of a racer, with lighter fibreglass panels and the shell seam-welded in places, while the traditional Fuchs wheels were replaced with cast magnesium 'Teledials'. The latest technical tweak was switchable ABS, a move intended to help Porsche assess the benefits of assisted braking under stresses incurred during a race situation. Lessons learned were passed



on to showroom customers pretty quickly — despite its relatively lavish specification, the 944 Turbo S (introduced in 1988) is a road-going manifestation of the 1987 Turbo Cup car.

COUNTRY MILE

Across the French border, things were a bit different. The 944 Turbo Cup got under way under the auspices of Porsche concessionaire, Sonauto, and competitors were given much freer rein with spec and set up. Straight-through exhausts with no cats were allowed (unleaded petrol wasn't readily available in France), while a larger oil sump made of lightweight magnesium — just like the already appointed intake manifold — was installed to the 2.5-litre force-fed inline-four. Drilled discs and race pads were slotted into calipers sourced from the 928 S4. A strut brace was fitted between the front shock turrets.

The cabin was naturally stripped of rear seats, with a Matter aluminium roll cage, Recaro race seats and five-point harness fitted on the driver's side. Unlike the German 944 Turbo Cup cars serving to promote a road-going race car ethic, all leisure and comfort equipment (not limited to air-conditioning and audio equipment) was omitted from the French cars in the interests of ditching more weight. Outside, smaller Cup mirrors were fitted and air intakes replaced the fog lamps. Winner of the inaugural French 944 Turbo Cup championship was René Metge, hot from his victory in the Paris-Dakar rallye-raid, while the German series victor in 1987, 1988 and 1989 was Roland Asch, who went on to star in the 964 Carrera Cup in 1991.





Yes, in 1990, the 944 Turbo Cup series was replaced by Carrera Cup in Germany, while in France, the 944 Turbo Cup challenge continued for one more season. Existing cars were used, but they were endowed with 285bhp power kits installed by French touring car ace, Dany Snoeck. By comparison, German 1990 Carrera Cup 964s produced 261bhp.

Now then, back to business. The 944 Turbo Cup you see here carries VIN number WP0ZZZ95ZJN104091 and is one of the last three examples built in 1987. According to current owner, Chris Whittle, "it appears to have been used by Porsche as a Blaupunkt camera car, one of a handful driven by factory drivers." Select names from the factory race squad driver roster were entered in the 944 Turbo Cup series, but none of them were allowed to accrue any points. These drivers were in attendance to raise the profile and status of the championship and provided moving targets for the series' amateur drivers to aspire to beat. For example, despite Hans-Joachim 'Strietzel' Stuck competing in three 944 Turbo Cup races during the 1987 season, not to mention being credited with a win, he is listed on championship records with *nul punkte*.

HIT PARADE

Other participating stars with an absence of points that season include Bob Akin, Walter Brun, Jochen Mass, Dieter Quester, Ellen Lohr, Marc Duez and Manuel Reuter. It was a similar deal in France, with a

galaxy of famous drivers, such as Jürgen Barth, Jean-Pierre Jarier, Jacques Laffite, Henri Pescarolo and Patrick Tambay, accruing *zéro points*. We should make

ONCE THIS PARTICULAR TURBO CUP WAS NO LONGER CAMPAIGNED, IT WAS SWITCHED TO STREET SPECIFICATION

it clear, Stuck didn't race our feature car, although he did drive it on the parade laps at the 1988 season's inaugural 944 Turbo Cup meeting on the Nürburgring Grand Prix circuit. That, for the time being, was this front-engined, water-cooled racer's singular claim to fame.

Porsche kept the car for a couple of years until, with just 400km on

the clock, it was sold to a dealer in Nuremberg, site of the Norisring street circuit that had hosted certain rounds of the championship. The turbocharged

transaxle then passed quickly to the Monforte family in Italy, where its arrival was feted by a hundred-strong party of Monforte family friends and relations. It's curious this car

went to *Bel Paese*, considering there was never a 944 Turbo Cup championship in the country. The date of sale from Porsche is shown as 5/9/1989, with the new vehicle warranty running from 5/11/1989, making Giuseppe Monforte the first private owner. The car was then raced in appropriate Italian race series, first by Giuseppe, later by his two sons.

Above and below

In addition to this ex-factory 944 Turbo Cup, Chris has owned many rare Porsche road and race cars, including the first 964 Carrera N/GT





Above and below
Much of the standard 944 Turbo interior was kept in the Cup car, though differences included a race seat and harness for the driver and elimination of door card pockets

In 2006, after the car had retired from racing, ownership reverted to Giuseppe. Since 944 Turbo Cup cars were so closely aligned with the standard 944 Turbo, once this particular Turbo Cup was no longer campaigned, it was switched to street specification and used as Giuseppe's road car until 2017. The Porsche was next acquired by RS connoisseur, Thomas Josef Schmitz, head of TJS German Sportscars, based in Telgte, Germany. He sold the car to Stephen Gannon, founder of premium sports car sales specialist, Car-Iconics, located in Oakham, the county town of Rutland in the East Midlands of England. Chris bought the car from Car-Iconics in 2020. He takes up the story. "I'm in possession of the factory build sheets, which state the final-specification M44/52 powerplant is at

play. Although there is an identification stamp allocated to the engine, which I'm advised is original, it doesn't have a serial number attached to it. Instead, it reads M44*RC, which I'm guessing stands for *Rennsport Cup*." He suspects the engine is a hybrid between the M44/51 and the M44/52 units, making use of the larger KKK K26-8 turbocharger. "Regardless, the Monfortes acquired a 964 Cup and a 964 RSR 3.8, the latter going on to win two or three international endurance races during the family's ownership," he adds. "When Giuseppe stopped racing, he kept this 944 Turbo Cup as his daily driver, racking up 70,000km in the process. It was last serviced in Italy in 2017 by SRL, whose sticker is on the fuse box cover. At the time, SRL was Italy's official service centre for all Porsche race cars."

Since his name appeared on its logbook, Chris has made good use of this tip-top transaxle. "I've driven it at four or five track days in recent months, taking in Snetterton, Oulton Park, Donington and Anglesey. I've only had a few minor issues to contend with, though one or two were of my own making. For instance, I was concerned the ABS wasn't working. When I got it checked over, I was advised it was operating perfectly, but that I was wrong to expect anti-lock brakes on a 944 Turbo to be as good as ABS on my Cayman GT4!" He's made pragmatic choices. "I've got two sets of magnesium Teledials at my disposal," he reveals, "but at the moment, on track, I'm running the car on OEM Design 90 alloys with eight inches of width front and back." Other issues? "I've had a few problems with things not working — the headlamps packed up, the indicators gave up the ghost, the engine developed a misfire and I had to replace the rotor arm. In truth, minor niggles, all straightforward to fix, though anyone thinking about recommissioning a Porsche of this ilk should be aware of how long-winded the process can be."

GIFT FROM ABOVE

He knows of what he speaks. Chris has had an impressive collection of high-end Porsches over the years. In fact, at last count, he reckons he's owned thirty-three different rare or historically significant Porsche road and race cars. "I owned 964 Carrera RS N/GT, the first of 290 examples built. This 911 wasn't sold by Porsche, but was instead given to Ulrich Richter in November 1991 in order to tempt him back to racing with Porsche as a works driver. The car was owned by Richter until 1993, when he started racing again as a factory driver, achieving substantial success. For a short time, I also owned a 993 Carrera RS, which I used for track work and which was a development prototype with a VIN number ending 0009. I also owned an American Le Mans series 996 GTR."

What is this 944 Turbo Cup — one of less than two hundred examples built — like on track days? "It's fantastic in the dry, because like all turbocharged cars, you get the front end locked onto the apex and then you just put your foot flat down on the accelerator as the turbocharger spools up. The back end starts to drift out, at which point it's quite easy to modulate the throttle to keep the car where you want it," he explains. "You've





got the turbocharger spinning. When you put your foot down again, you're off. This car is a real handful in the wet, though. As I was reminded at Oulton Park, wet strips the heat out of tyres. Whilst it can be fun to let the car drift a little in slow corners, faster bends, such as at the bottom of Cascades, can be challenging to drive when the car is sliding around too much."

Over at Car-Iconics, Stephen endorses Chris's account of the 944's life story. "Giuseppe Monforte held a reception for the car and invented all of his racing friends to witness delivery. It was like a garden party in the car's honour! This goes to show how adored it was by the Monfortes, who enjoyed and raced it as a family."

DESERVED RECOGNITION

While in Stephen's possession, the car won first-in-class at the Salon Privé Concours d'Elégance, held annually at Blenheim Palace. "We were invited to enter the event's Porsche concours, celebrating seventy years of the marque in 2018," he continues. "We decided we would take the 944 Turbo Cup, chiefly because it was something a bit different from the norm. This is a former factory-owned race car, after all! There'd never been a transaxle Porsche that had scored anything at one of these prestigious events, but here we were with a 944 and scooped what was regarded as the most coveted award of the show. I've got the trophy and plaque in my office. There are photographs of the award being presented to us by the Duke of Kent and none other than Derek Bell, who had entered his famous 924 Carrera GT into the competition." A bit of extra kudos and

valuable provenance for the car there.

Stephen established Car-Iconics with his son, Daniel, in 2014, effectively turning their passion for classic sports cars into a business. Their speciality is open-book brokering, which, according to Stephen, "ensures the customer is totally protected financially. Sale or return is a terribly risky business for the seller. We changed things up to ensure there's no risk to either the seller or the buyer. In fact, the only risk is to us as broker. We've sold hundreds of cars because of this trusted open-book process. What we get out of it is loyalty as an ongoing relationship. Price is irrelevant — we're known for dealing only in top-quality vehicles."

Proving the point, among the current Car-Iconics roster, he highlights ML10, one of three then new Aston Martin race cars built in 1932 ("the most attractive of all pre-war competition Astons") and the only one of the trio remaining totally original. Furthermore, LM10 was the most successful of the three — winning its class at Le Mans in 1932 and going on to finish in 1933 and 1934 — and the only one of the three to complete three successive Le Mans races. It's yours for two million.

"Prices at Car-Iconics start at ten grand," Stephen laughs. Demonstrating his focus is on quality of vehicle, rather than cost, he suggests Chris as a case study. "He recently bought a 993 Carrera RSR 3.8 from us. The very same day, he also took home a 28k-mile Honda S2000 for just £15,000." Car-Iconics sells motorcycles, too. All bases covered.

Ballpark value of a 944 Turbo Cup? Chris reveals he paid Stephen £68,000. "What it could be worth now, I really don't

know, because the 944 Turbo Cup has been out in the cold for such a long time. This one hasn't been messed around with, though. The bodywork is in fantastic condition, the car having been in Italy until 2017, and then with Car-Iconics following its arrival in the UK. I've only driven it on dry days. It's garaged and stored sympathetically between outings."

There are lessons here. We know the specification of the 944 Turbo is a sound basis for creating a Turbo Cup race car — Porsche more or less did so with the 944 Turbo S, meaning anyone with a penchant for competition Porsches could quite easily buy a street Turbo and replicate a 944 Turbo Cup looking and driving similarly to this one. As a matter of fact, I've already started scanning the classifieds. I suggest you do, too. ●

Above The car was driven by Hans-Joachim Stuck on the parade lap of the 1988 944 Turbo Cup season opener, held at the Nürburgring



Who's afraid of the big bad wolf?



Originally a wide body shell (930SE), updated to 964 RSR 'look' with added Kevlar door and bonnet panels, genuine 964 front bumper and sills, a GRP rear bumper and 3.8 RSR style boot lid. Freshly repainted in Guards Red.

Inside, the international spec roll cage is welded in place, with brand new SGP Recaro's with sliders and mounts plus new Schroth Hans compatible harnesses.

The AIM digital dash, keypad and live racing ECU are mated to a brand new race spec wiring loom.

Suspension is Koni, Elephant racing adjustable top mounts, 993 Turbo LSA rear subframe and 993 RS brakes with RS29 pads.

The 3.6l 964 C2 engine has been turbocharged giving 485 BHP / 470 ft-lbs and is converted to twin coil packs. All mounted to a 6 speed G50 gearbox, with straight cut gears and rebuilt and uprated LSD.

Wheels are original magnesium BBS with bespoke lips and barrels shod with new Pirelli Trofeo R tyres.

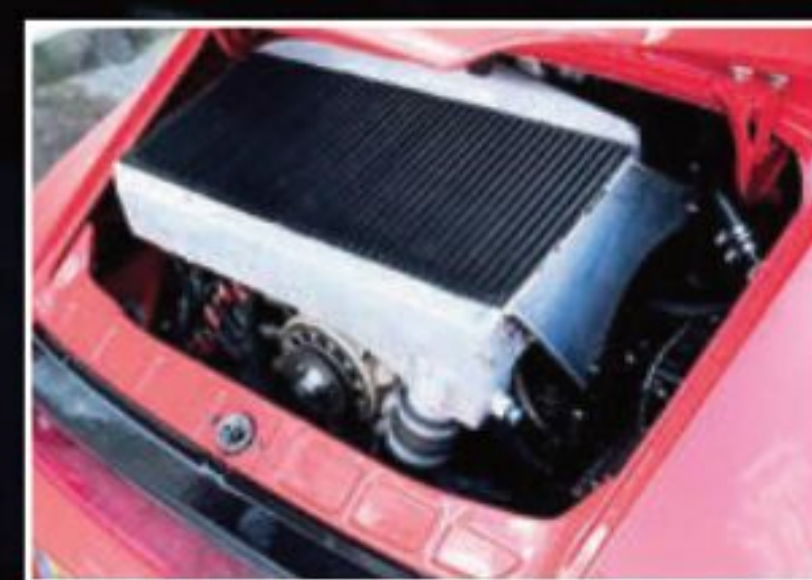
It's a wolf in wolf's clothing.

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For more information about this iconic car call:

Daniel: +44(0)7891 010719 or Stephen: +44(0)7834 620589

or visit car-iconics.com to see our full range of cars.



Photos by johnowenphotography.co.uk


CARiCONICS

THE BULLETIN

News from the world of Porsche

99X ELECTRIC GEN3 UNVEILED FOR 2023 FORMULA E CAMPAIGN

Porsche has whipped the covers off the new 99X Electric Gen3, which is heading straight into a new era of Formula E, kicking off in Mexico City on 14th January. The electric race car celebrated its world premiere at the Porsche Experience Centre at Franciacorta, Italy.

Formula E's Gen3 cars are the lightest, most powerful and most efficient electric race cars ever built. They've been specifically designed for wheel-to-wheel duels on tight street circuits in major cities, the environment Formula E traditionally contests its races. The overall concept of the 99X Electric Gen3 and the other cars participating in the championship's new dawn constitutes a major evolutionary step – each vehicle has shed weight and features a shorter wheelbase, along with narrower track. While the on-board battery has shrunk in size, it is much more powerful. Additionally, the proportion of recuperative energy has grown and aerodynamics have been enhanced. All told, Formula E's Gen3 cars are quicker, faster and significantly more agile.

ELECTRIC DREAMS

"We're delighted to be able to present the new 99X Electric Gen3," said Thomas Laudenbach, Vice President of Porsche Motorsport, when quizzed at Franciacorta. "Our development team in Weissach has invested a great deal of work, experience, heart and soul into this race car. Everyone involved can all be truly proud of the result. Like the all-new Formula E generation as a whole, the 99X Electric Gen3 represents a technological milestone in all-electric racing. For Formula E and also for Porsche, campaigning these new cars is a significant step into the future of motorsport. We're looking forward to the start of the season and a new racing era."



Florian Modlinger, Director of Porsche's Formula E programme, echoed Laudenbach's statement. "There's a sense of excited anticipation as we head into the new season. Our team and our drivers, António Félix da Costa and Pascal Wehrlein, still have a lot of work to do ahead of the first race in Mexico, but we're confident we'll make further progress before the start of the season and that we will be in a good position when the cards are reshuffled amongst competing teams. The new Gen3 vehicles, including the 99X Electric Gen3, will make races even more spectacular for Formula E fans, whilst boosting the popularity of the championship."

The intention behind campaigning Gen3 cars is to set new motorsport benchmarks in terms of performance, efficiency and sustainability. This is the goal stated by the FIA and Formula E's series organisers. The 99X Electric Gen3 distinguishes itself from its predecessor in many areas. For example, performance increases from 250kW to 350kW (469bhp) on the rear axle. Arguably more impressive is the fact the 99X Electric Gen3's electric motor achieves approximately ninety-five percent power efficiency. Compare this to forty percent for an internal combustion engine.

With the all-electric Taycan Turbo S, Porsche again supplies the official Formula E safety car, thus underlining the importance of Formula E for Porsche Motorsport and Porsche production cars. For a calendar of 2023's races and destination cities, visit fiaformulae.com.





NEW 718 STYLE EDITION BOXSTER/CAYMAN WITH MANUAL GEARBOX

In recent times, Porsche has proved itself exceptionally good at exploiting past glories for the benefit of contemporary model line-ups. Even when taking only the last two or three years into consideration, we've lost track of the dizzying number of limited-run 911s, Boxsters and Caymans to roll out of Zuffenhausen with trim linked to various landmarks in Porsche history. Of note, there was the Belgian Legend Edition, ostensibly a standard 992 Carrera 4S finished in a colour inspired by the safety helmet worn by Jacky Ickx. There were various Heritage Design Edition models based on 911s sporting standard chassis and powertrains, but trimmed in materials echoing what Porsche was making use of in its early years. More recently, we were presented with the 718 Boxster 25 Years Edition and the Porsche Design 50th Anniversary Edition, a 992 Targa 4 GTS finished in a colour scheme intended to bring to mind the famous Porsche Design Chronograph I launched in 1972.

Here we are, then, in the company of the 718 Style Edition models, based on the entry-level versions of the current Boxster and Cayman. Essentially, this is another styling exercise taking inspiration from Porsche models of yesteryear, not least the 964 Carrera RS, which lends its



iconic Rubystone Red paintwork to the Style Edition twins, though the colour is now known as Ruby Star Neo, "a modern interpretation" of the deep pink hue worn by the bucket-list Rennsport.

You can, in fact, have your 718 Style Edition Boxster or Cayman in another colour altogether, somewhat diluting model identity, though Porsche points to twenty-inch 718 Spyder wheels, black tailpipes and Porsche script in high-gloss silver at the rear of each car as a way of the Style Edition duo standing out in a crowded car park.

Porsche lettering in high-gloss silver appears at the back of each car, while for the 718 Style Edition drop-top, the *Boxster* moniker is embossed on the canvas roof above the side windows. We like this touch very much.

Porsche showroom visitors can choose between two different 718 Style Edition contrast packages at no extra cost. Pick between black or white. Both include decorative stripes on the 'frunk', as well as classic Porsche stripes down each flank. The wheels are colour-coded accordingly, while the interior of each car features leather in black with contrasting Chalk stitching. In here, you'll also find illuminated stainless steel

sill kick plates and Porsche crests embossed into the head rests. Extended standard equipment adds to the appeal, though it's difficult not to get excited by the sight of any Porsche dressed in Rubystone Red, Rubystar Red, Ruby Star Neo or whatever else the manufacturer wants to call it these days. Bi-Xenon headlights with LED daytime running lights feature, as does ParkAssist with rear camera, Porsche Communication Management with Apple CarPlay integration (sadly, no apparent compatibility with Android Auto), automatically dimming mirrors, heated

steering wheel, heated seats, dual-zone climate control and floor mats with Crayon stitching.

In terms of

powertrain and chassis, it's standard fare, though this still means you get close to 300bhp from the force-fed two-litre boxer behind the seats. A six-speed manual gearbox is the default transmission, a seven-speed PDK is optional. Regardless of cog swapper, top speed is a shade below 171mph, while torque registers a smidge under 281lb-ft. The sprint to 62mph from a standing start takes 5.1 seconds (4.7 seconds for PDK). Order books are now open at Porsche Centres worldwide.

ANOTHER STYLING EXERCISE TAKING INSPIRATION FROM PORSCHE MODELS OF YESTERYEAR





NEW MAGNUS WALKER EXHIBITION OPENS AT PETERSEN MUSEUM IN LA

Ten years ago, the award-winning documentary *Urban Outlaw* was released, detailing Magnus Walker's journey from his upbringing in Sheffield, England, to his life in Los Angeles as founder of alternative fashion label, Serious, and his subsequent career in real estate, investor cars and film-making. To mark the anniversary, the Petersen Automotive Museum has launched a new exhibition in its *Legends of the Vault* gallery, playing host to ten of Walker's Porsche Outlaw builds, as well as a selection of his personal memorabilia, such as a pair of his co-designed Nike SB dunks, various Hot Wheels models and examples of his signature Fifteen52 alloys.

The exhibition runs from 15th October through to 31st January. "Which ten cars are on display?" we hear you cry. Chief among the air-cooled cars in attendance is Walker's 1965 short-wheelbase two-litre 911, verified as the 310th 911 manufactured. Originally delivered to the famous Brumos Porsche shop in Jacksonville, the car now runs a sport-purpose-built engine, a 901 five-speed transmission, early leather Schell bucket seats, fifteen-inch Fuchs and livery in silver, burgundy, grey and gold.



Walker's 1976 930 also makes an appearance. This is the first 911 Turbo sold in the USA, as documented by the Porsche Museum in Stuttgart. Cars numbered eleven to fourteen were press demonstrators, whereas this one (fifteen) is a life-long LA car originally delivered to Bob Smith Porsche in Hollywood and rumoured to have been ordered by actor, Robert Redford, who never took delivery. Porsche specialist, Marty Mehterian, worked on the silver stunner for thirty years prior to Walker's ownership. "It's the type of 911 driven hard and put away wet. It's been resprayed a few times," he reveals. "Used, but definitely not abused."

PORSCHE SWAP SHOP

The most famous of Walker's Porsches, '277', started life as a gold 1971 911 T before he took ownership at the Pomona Swap Meet in 1999 and transformed the car into his signature road racer. The tri-coloured 911 is now powered by a 2.8-litre twin-plug flat-six mated to a 915

transmission and rolls on staggered fifteen-inch Fifteen52 Outlaw wheels.

Completed in 2015, Walker's 1990 964 is his most performance oriented build to date. The goal here was not to backdate or wide-body the 964 chassis. Instead, the car gained design cues from the 356 and the 1987 RUF CTR 'Yellowbird'. This 911 maintains its narrow-bodied silhouette,

original bumpers and the majority of its factory sheet metal, but now features louvred wings, a channelled roof and a custom 'whale tail'. Walker

THE CAR MAKES USE OF A BBI-BUILT 3.8-LITRE 993 CARRERA RS-INSPIRED MOTOR

deleted the rain gutter drip rails and added 911 R-inspired integrated turn signals and plexi quarter windows. Mechanically, the car makes use of a BBI-built 3.8-litre 993 Carrera RS-inspired motor, Brembo race brakes and KW coilovers.

Other cars on display are Walker's 1995 RS-look 993 Carrera, his recently acquired 1980 924 Carrera GT, his 1973 914, 1978 911 SC hot rod, 1967 911 'SRT' and his 2004 996 GT3. For exhibition tickets and to find out more about the Petersen museum, visit petersen.org/outlaw.

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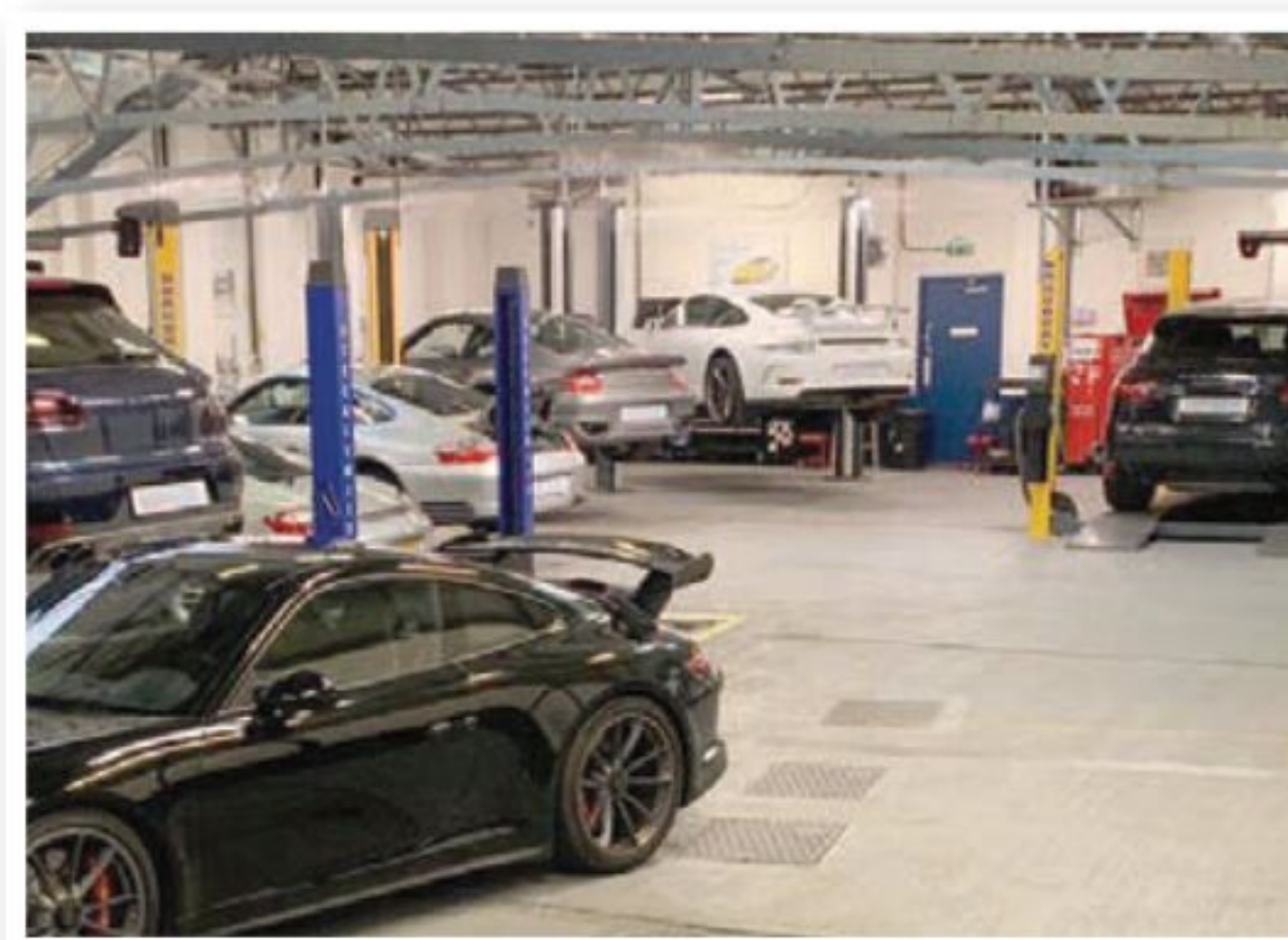
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NEW GAZ GOLD COILOVERS FOR 986/987 BOXSTER

GAZ Shocks can now offer coilover kits for the both the first- and second-generation Boxsters. Each kit offers up to sixty millimetres of adjustable ride height, configurable damper rates and shorter uprated springs. The struts and damper units feature GAZ's new black zinc protective finish, as well as sporting the new white GAZ logo. The height adjustable platforms are anodised for a long life. They also have a coarse acme form thread for ease of adjustment and to ensure they remain in good order, even after considerable service. Damper rates are variable by means of easily accessible adjuster knobs. Shocks in the GAZ Gold range are manufactured with a gas cell in the reservoir, which is filled with a high-viscosity index multi-grade oil to prevent cavitation and to reduce fade under heavy operating conditions. All units are individually tested before leaving the GAZ factory and are covered by a two-year warranty.

Price: £1,840.62 per kit

gazshocks.com or call 01268 724585



9M GPF DELETE FOR 718 GT4/GTS/SPYDER

Warrington-based independent Porsche specialist, Ninemeister, has recently added to its expansive range of 718 Boxster/Cayman tuning products with these over-axle exhaust pipes for the GT4, GTS and Spyder. Deleting the restrictive gasoline particulate filters (GPF) to increase power and add a throatier exhaust note, these stainless steel pipes promote faster acceleration and save weight to the tune of a massive fifty percent over the OEM Porsche pipes. Heat-wrapped to reduce radiant heat on the inside of the rear tyres, the product offers minimum gains of 20bhp, although European-specification 718s will require a 9m ECU remap to avoid triggering the car's engine management light.

Price: £1,434

ninemeister.com or call 01925 242342



RENNLINE 964 TURBO S LED FOG LIGHT SET

Modernise the front end of your 964 with Rennline's brilliant LED fog light set, designed with inspiration taken from the fog lights fitted to the rare 964 Turbo S. Manufactured as a direct-fit replacement for the 964's standard OEM halogen fog lights, Rennline's offering features paintable injection-moulded plastic housings, as well as all connectors, rubber seals and electrical harnesses, enabling quick and easy installation for the home mechanic. At 1,200 raw lumens per side, these projectors will produce a wide, distributed beam perfect for night driving and in foggy conditions. As an added touch, the LEDs picked for these lights have been carefully selected to produce a warm hue in keeping with the 964's original fog lights (rather than what you'd get from typical modern LEDs), but without compromising visibility in inclement conditions. For peace of mind, Rennline confirms SAE, DOT and ECE regulations have been met or exceeded during all stages of design and production. This LED fog light set is one of many products newly added to the Rennline product portfolio. View them all at rennline.com.

Price: \$295

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914-551-017-10-TAN shown

TECHART FORMULA VII FORGED WHEELS

The new directional TechArt Formula VII lightweight forged centre-lock wheel is now available for all Turbo, GTS and GT3 variants of the 992-generation 911. Unveiled on TechArt's exhibition stand at the recent SEMA Show in Nevada, this distinctive multi-spoke is available with a choice of finishes. Choose between a custom colour, paint with diamond-cut rim star, twin-tone, unicolour with contrasting rim star in a RAL colour, or a high-gloss ceramic polished finish. For the 911 Turbo, the Formula VII's dimensions are 9.5x20in (ET 42) and 11.5x21in (ET 62) on the front and rear axles respectively. For the GTS, sizes are 9x20in (ET 46) and 11.5x21in (ET 62). For the GT3, sizes are 9.5x20in (ET 42) and 12x21in (ET 42). Weight is a mere 9.8kg on the front axle and 11.9kg at the rear. For owners of 911 models with five-lug wheels, TechArt offers its popular Daytona II and Formula V designs for an individual and dynamic appearance. Contact TechArt distributors, Tech9 or Parr, to place your order.

Price: From €2,290

tech-9.co.uk or call parr-uk.co.uk



CSF PERFORMANCE INTERCOOLERS FOR 991 GT2 RS

For many years, the only solution for a 991 GT2 RS intercooler upgrade was to install a larger capacity water tank, which simply delayed the inevitable running out of fluid, forcing the ECU to limit engine output in the interests of mechanical safety. Until you refilled the reservoir, it's likely your 991 GT2 RS would struggle with charge temperatures. Experts in cooling, CSF and PWR, have joined forces to deliver a high-performance 991 GT2 RS intercooler upgrade eliminating heat soak and lowering charge air temperatures on stock, tuned and track oriented cars. CSF achieves this by using an F1-grade core, dramatically improving intercooler efficiency within the same physical space constraints. Moreover, these CSF intercoolers boast thirteen more cooling rows than stock-spec equipment, totalling twenty-eight versus the OEM quota of fifteen. Tube and fin height is also maximised, with the CSF core boasting a dual-row 3mm rolled tube versus the factory 7mm, and core fin height of 4.85mm compared to the factory unit's 7mm. Numerous reported faults with the standard end tanks (which use an unsecure and failure-prone crimped and gasketed mechanism, which can leak when subjected to increased boost pressure) are also addressed through the appointment of TIG-welded billet end tanks promoting maximum reliability and durability.

Price: £4,680

csfrace.eu or call 02381 157997



CARBONE ROOF RACK FOR CLASSIC 911

Subjected to extreme testing during the recent 2022 Dakar Rally Classic (where it was used by the Nantes Prestige Autos team, which finished the event third-in-class and ninth overall), CarBone's foldable roof rack for F-series 911, G-series 911, 964, 993 and 912 models is handmade from stainless steel and features adjustable mounting clamps. Each rack comes with an engraved serial number and can be carried or stored in a special military-style bag, which is supplied free with each purchase. Wooden planks, though not necessary for carrying luggage, add a retro look to the part and can be ordered separately. A high-quality, weather-resistant cargo net is also available at extra cost. Choose between black, silver or custom-coloured roof rack framework. For a limited time, all CarBone 911 roof rack purchases can be ordered as part of a discount deal including custom floor mats.

Price: €1,450.49

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Suspension and Brake Packages

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The screenshot shows the Elephant Racing website's 'Package Builder' interface. At the top, there's a navigation bar with links for 'Car Builds', 'Tech', 'Instructions', 'Newsletter', and 'Shopping Cart'. A banner indicates 'ORDERS OVER \$250 SHIP FREE WORLDWIDE'. The main header features the Elephant Racing logo and a series of dropdown menus for car models: 911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, and 356. A 'Search' button is also present. The 'Package Builder' section is divided into three steps: 1. 'Select Year & Model' (Year: 2004, Model: 996/997/986/987), 2. 'Select Your Package' (Street Performance 2), and 3. 'Customize Package' (Add, update, or remove parts using the tables below). The 'Suspension' table shows various components like springs, shocks, and control arms. The 'Brakes' table shows brake pads, discs, and calipers. A 'PACKAGE CHARACTERISTICS' sidebar on the right shows 'RIDE COMFORT' at 41 and 'PERFORMANCE' at 63. An 'Add To Cart' button is at the bottom of the customization section.

Package Builder

1 **Select Year & Model**

Year: 2004
Model: 996/997/986/987

2 **Select Your Package**

Street Performance 2

3 **Customize Package**

Add, update, or remove parts using the tables below

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BRS M96/M97 POWER STEERING COOLER KIT

This Bilt Racing Services power steering cooler kit for M96/M97 engines (as fitted to the 996 and 997-generation 911, plus 986 and 987 Boxster/Cayman) is the only cooling kit of its kind to retain all factory components. Why would your Porsche need such an upgrade? M96/M97 factory power steering systems are notorious for overheating, causing inevitable failure. Adding this exceptionally manufactured inline cooling kit will keep your Porsche's steering system at safe operating temperature on and off the track. Featuring a high-quality Mocal oil cooler, custom fittings, pre-made lines and all supporting fasteners, the kit is easy to install, requiring no cutting or splicing, ensuring this is a truly plug and play solution. Order direct from the LN Engineering online store today.

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WEBCON 46IDA3C MANIFOLD FOR CLASSIC FLAT-SIX

Carburettor and fuel system product manufacturer, Webcon, is now offering a manifold set to allow the installation of Weber 46IDA3C carburettors to the classic air-cooled flat-six Porsche engine, as fitted to the 911 and 914/6. The manifold set has been manufactured at Webcon's Middlesex factory to the very highest standards. At ninety millimetres, the manifolds themselves are slightly taller than the originals and feature additional strengthening for optimum performance and durability. They also feature the correctly shaped plug lead holes allowing use of OE lead grommets. Order as part number MW4346.

Price: £790.80

webcon.co.uk or call 01932 787100



DRAPER BUNKER ROLLER TOOL CABINETS

Are your tools safely stored, organised and easy to find? If not, it could be time for a storage upgrade to give you a garage to be proud of. As we've highlighted in recent issues of *911 & Porsche World*, the Bunker range from Draper Tools is a popular collection of modular workshop storage solutions built to protect. It now includes a stunning range of roller tool cabinets, each made from premium quality steel and finished with a hardwood worktop. The soft-close, foam-lined drawers will help keep every tool in your collection perfectly in place. Plus, there are strong, sturdy wheels allowing the cabinets to move easily, ensuring you'll always have what you need to hand. There are eleven different Bunker roller cabinets to choose from, ranging from a forty-one-inch seven-drawer model through to a seventy-two-inch fifteen-drawer model. The collection also includes a fifty-six-inch cabinet boasting ten drawers, two cupboards, two shelves, a worktop, parts tray and pegboards, providing a vast amount of versatile storage space. To view the full catalogue of what's on offer, and to locate your nearest stockist, visit the Bunker pages on the official Draper Tools website, which you can find at drapertools.com/bunker.

Price: From £840

drapertools.com/bunker or call 02380 494333



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EMPI Inc acquires PMO Carburetion & Injection, updates name to PMO Induction

Leading classic Volkswagen parts supplier EMPI Inc. has acquired legendary Porsche specialist brand PMO, from its founder Richard Parr, who is retiring. To reflect PMO's planned product line expansions to include electronic and mechanical fuel injection systems and components; EMPI has renamed the brand PMO Induction to more accurately convey its expertise.

PMO operations in Santa Monica, CA are being relocated to EMPI headquarters in Anaheim, CA ensuring PMO Induction products will continue to be produced and assembled using aerospace grade materials and manufacturing practices pioneered in Southern California.

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PMO Products are exclusively available through PMO and EMPI distributors



NEW GOCLASSIC 911-BRANDED LEATHER WALLET

With Christmas on the horizon (we apologise for using the C-word!), thoughts turn to giving gifts. Porsche accessories producer, GoClassic, has come up trumps with this 911-themed billfold wallet. An elegant blend of style and functionality, the wallet has been manufactured from high-quality leather, is finished in black and features GoClassic's patinated silver side emblem with the Porsche and 911 logos. Incorporating four card pockets, two slip pockets, a large bill section and a coin pocket with zip closure, the wallet measures 10.25x12.5cm when folded and 20.5x12.5cm when open. Order direct from the GoClassic online store, where you can view the company's complete range of Porsche-themed products.

Price: €139

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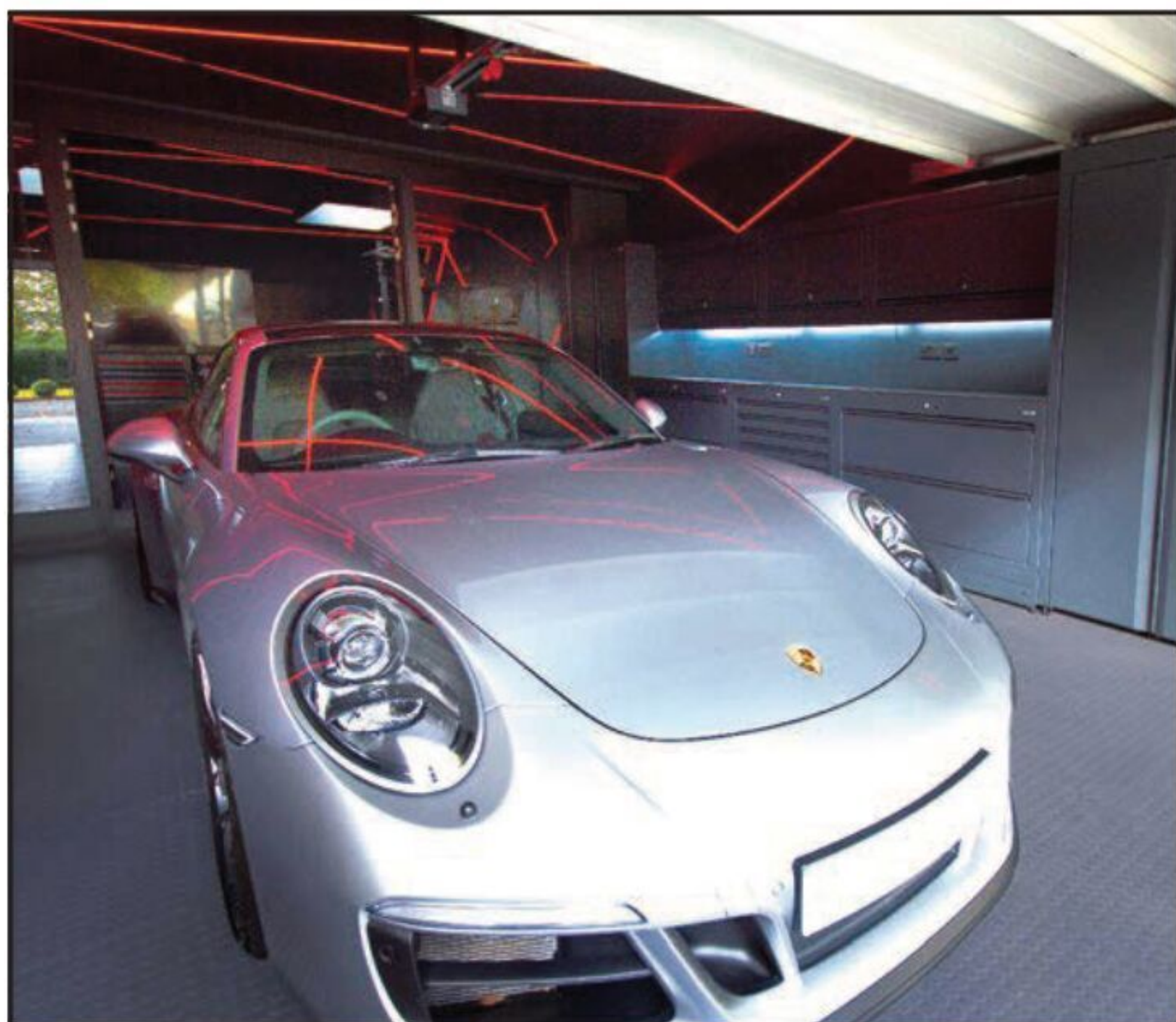
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TIM HARVEY

We all love driving our Porsche sports cars, but to explore their full performance potential, a track is the very best place to head for. None are better suited to Stuttgart-crested speed machines than the legendary Nürburgring, which is fast approaching its hundredth anniversary...

Tim Harvey is best-known for being 1992 British Touring Car Champion and for being crowned Carrera Cup GB victor in 2008 and 2010. He's contested the 24 Hours of Le Mans four times, competed in British GT and currently serves as a presenter for ITV4's extensive BTCC coverage. Find him at @timbo_harvey



Nordschleife, Green Hell or simply just The Ring. Whatever you call it, the thirteen miles of twisty, narrow track in Germany's Eifel region has attained legendary status and is my own personal favourite piece of asphalt anywhere in the world.

Construction started in 1925. Racing first took place at the venue two years later. Since its inception, the Nürburgring has always been classified as a toll road, the cost of a lap now being some thirty Euros on a 'tourist driving day', but make no mistake, this is pure race track.

Today, the circuit is used extensively – when the area's notoriously fickle weather allows – for vehicle testing, racing and seemingly a new record lap attempt every month. Indeed, such is the kudos of setting record laps of the Nürburgring for different categories of car, these attempts have become more and more serious over the years, with times now faster than many race lap records. This focus on how quickly a car can get around the Ring, however, has led to criticism on the grounds vehicles developed on the Nordschleife are unsuitable for British roads.

I could argue that with the UK's lack of infrastructure investment, exemplified by the

resulting pothole slalom drivers in this country face every day, no car could be expected to cope with the terrible condition of our roads. It's almost laughable how you can travel across the Channel to mainland Europe and the quality of roads is immediately and drastically improved. In truth, we all have our own views regarding the comfort versus performance criteria of how our vehicles perform, but when it comes to sports cars, the level of comfort has to be sacrificed because you can't have soft and plush paired with stiff and high in passive suspension. To some extent, the PASM system fitted to modern Porsches tries to give the best of both worlds, but to come back to my note absolute testing at the Nürburgring, I really do believe there is no finer track for the task. The variety of corners, cambers, surfaces and gradients really do test a car fully, be it a 911 GT3 RS or Cayenne SUV.

The sheer challenge of mastering the Nordschleife cannot be underestimated. I was lucky enough to learn the track back in the late 1980s. Initially, I familiarised myself with the venue's twists and turns section by section with the help of a trackday organiser I was working for. I then had an experienced instructor sit next to me and point out driving lines whilst I drove a few laps. As I hustled a BMW 328i up to the top

of Hohe Acht, I remember him saying to me, "zat vas ze absoluten limiten!" You never stop learning things at the Nürburgring, but knowing where the track goes is obviously the first thing to master.

With experience comes a knowledge of bumps, different grades of asphalt, wet lines, where the track stays dampest, where it's slipperiest and, crucially, the safest places to pass and to be passed. The general etiquette on the tourist days is far better than the deluge of Ring crashes available on YouTube would suggest – given the number of cars circulating and the vast number of laps completed, accidents are really not as common as you might think. If you take the time to learn the track and always drive with a slightly bigger safety margin than if you were driving at say, Silverstone (with its generous run-off), then you will be fine. In other words, don't be put off by the naysayers. Specific Nürburgring insurance is available if you really need that piece of mind. This will also cover you for unanticipated charges, such as barrier damage and recovery.

I've been lucky enough to compete at the Nürburgring several times, including the famous twenty-four-hour race, which is both the craziest and most dangerous event I've ever participated in. I also won my last-ever Porsche Carrera Cup race at the Nürburgring back in 2011. This was a one-off World Cup event combining Carrera Cup championships from around Europe and had an incredible 165 starters. Needless to say, the Nürburgring holds special memories for me.

Lucky me, I know, but my 911 GT3 RS MR really does come into its own on this track. The miles and miles of research and development put in by both Porsche and Manthey-Racing in testing and developing the kit has resulted in the perfect symbiosis of road legality and track purposefulness. If I never drove this 911 anywhere else, I couldn't get bored piloting it around the Ring. Fortunately, independent marque specialist, RPM Technik, hosts at least two trips to the Nordschleife each year. I've been able to tag along, usually taking in either Spa or Zolder to make the trip even more special.

The point of all this is to urge Porsche owners reading my guest columns to take their sports car to its natural habitat, either on an organised Nürburgring track day or on tourist driving days. It, and you, will thank me afterwards. ●





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TIM NEELY

When on the hunt for a Porsche, it's all too easy to get caught up in meaningless manufacturer-quoted lap times and ballistic quarter mile figures. In the real world, it's the *feel* of driving a Porsche which gives us the most pleasure, irrespective of the speed we're travelling...

Tim Neely is an automotive journalist and car collector currently producing videos for his YouTube channel, Tim's Enthusiast Garage. With his retro-themed car show, MotorVice, he hosts live events in major US cities, including Dallas, Columbus and Tampa. Find him on Instagram at @timsenthusiastgarage



For decades, auto journalists, vehicle manufacturers and pub punters alike have had us collectively convinced quarter mile times, sprints to 62mph or Nürburgring lap times are an accurate way to judge the quality or desirability of a given car. I'm here to tell you, as far as enjoyment behind the wheel is concerned, these achievements are entirely superfluous.

The latest 911 Carrera S is more than a second and a half faster to 60mph than the 993 Carrera. I have driven both cars in recent weeks. To be totally honest with you, I prefer the 993. Sonically, you get to spend that extra second and a half luxuriating in the most glorious sonorous experience money can buy. The new car sounds good, but you miss the musicality, such is the rapid pace you work your way through the rev range. By comparison, the earlier 911 is a languid slide up through the notes, each up-shift giving you another chance to reach for the crescendo.

Where I find myself today is a place my younger self would have scoffed at. My thinking has shifted. Faster and shinier no longer means better. It is with this mindset I recently bought a 1979 928 with manual transmission. As the previous custodian of automatic and manual S4, GT and GTS models, I was pretty sure the early

4.5-litre 928 would leave much to be desired. I'd logged a huge number of miles and as many memories in later 'land sharks' and almost viewed the first-generation 928 as a different model altogether.

For my first mile or so driving the 1979 car, the only thing that seemed familiar was the seating position. The steering, gear shift, weight transfer, the way the engine wound up, even this Porsche's approach to cornering was a revelation. For more than a decade, I'd been blinded by the fact later 928s despatched the dash to 62mph much quicker and had more firepower than the lowly 4.5-litre machine. And yet, here I was, unable to deny it felt more nimble and agile than my last 944. I was baffled. I simply couldn't believe it.

An engine I had once maligned is managing to keep my eyes from wandering, even when a rare-colour GTS crosses my path. Initially, I thought maybe the early 928's low kerb weight was the whole story. I soon discovered there's much more to the magic of the original 928.

Porsche absolutely obsessed over the development of its transaxle platform. These 4.5-litre 928s have a real sweetness to their overall set up. When my 928 came to me, it was rolling on its original narrow rear tyres. The benefits of the near even front-to-rear weight distribution and the genius of the Weissach rear axle were

beautifully apparent. When really leaning on the car in a high-speed sweeper — and especially on trailing throttle corner situations — the first-generation 928 is communicative where the later cars can feel numb. Even with the now fitted larger back tyres, there's a real sweetness to the weight transfer of this classic Porsche.

Upon driving my early 928 back to back with a GTS, perhaps most obvious difference was the spring rates. The later 928 punishes the road and its suspension is much less forgiving. By contrast, the early car absorbs all bumps whilst keeping the ride in check in a most Teutonic fashion. The 4.5-litre V8 also seems a bit more willing to rev than the later 5.4-litre GTS engine. Granted, I haven't looked at flywheel weights or internal component mass, but the early engine's free-revving nature was quite unexpected. Determined to find out if my car was an anomaly in this regard, I recently spent time in an even earlier 928 (a 1978 build) and was delighted to experience the same quick-revving character.

Did Porsche get it right first time? Is the first 928 the *best* 928? I've thought about this a lot. I've concluded the answer is probably a resounding 'no'. The 928 GT is, in my opinion, the sweet spot of the entire 928 range.

The GT was introduced in 1989 as a manual-only model with better specification than the S4, though both cars made use of a thirty-two-valve, five-litre Porsche V8. For a grand tourer, the GT is a brilliantly focused driver's car and the model I'd recommend you hold out for when searching for a 928 to call your own. The trouble you'll have is finding one — only 2,078 GTs were made in a 928 production run totalling more than sixty-one thousand cars. Compare this to the 17,669 4.5-litre 928s manufactured between 1978 and 1982.

That said, the S4 is a brilliant highway cruiser, completely fitting the bill for the 928 as a capable grand tourer. Early 928s, however, have revealed themselves to be a hidden gem in the Porsche product range. Getting out of a GTS and into one of these 4.5-litre cars truly feels like going from a 993 Carrera S and hoping into a 1969 911 T. You immediately notice how light the earlier Porsche is. More importantly, the way it delivers its smiles per hour is completely charming. Unexpected? Maybe. Proof less is more? Quite possibly. Get out there and try an early 928 for yourself. ●



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1976 Porsche 930 Turbo Carrera #15318

Presenting this highly collectible 1976 Porsche 930 Turbo Carrera, Sunroof Delete featured with matching numbers and 96,012 miles on the odometer. Finished in its factory color Grand Prix White (908) combined with a black interior. Equipped with a manual transmission, four-wheel disc brakes, dual-side blind spot mirrors, air conditioning, pop-out rear quarter windows, rear bumperettes, VDO dash gauges, whale tail rear spoiler, fog lights, foldable rear jump seats, sun visors, locking glove compartment, door pockets, three-spoke steering wheel, analog clock, Kenwood radio, Fuchs wheels, tool roll, and spare tire fitted in the trunk. This is #225 out of only 530 examples produced for the US market. An original blue-plate California car highly desirable and is mechanically sound.

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1989 Porsche 930 Turbo Coupe #15289

Presenting this highly collectible 1989 Porsche 930 Turbo Coupe featured with matching numbers and 56,517 miles on the odometer. Finished in its factory color scheme of Black (A1) over a black leather interior. This Porsche 930 Turbo is equipped with a G50 5-speed manual transmission, Flat 6 Cylinder 3.3-liter engine, four vented disc brakes, dual exhaust outlets, VDO dash gauges, fog lights, three-spoke steering wheel, ducktail spoiler, rear bumperettes, rear window wiper, Porsche-branded floor mats, Fuchs wheels with Starfire tires, and a spare tire fitted in the front trunk, sport front seats with electric height adjustable, power sunroof, AM/FM radio, door pockets, dashboard ashtray, lockable glove compartment, and sun visors with vanity mirrors, owner's manual, stamps dating from the 1980's, Certificate of Authenticity (copy), and service receipt copies totaling over \$38,900 dating from May 1996. This mechanically sound beauty has the color code and options sticker under the hood.

For \$179,500



**1956 Porsche 356 Pre-A 1500S
Speedster #15143**

Presenting this beautifully restored 1956 Porsche 356 Pre-A 1500S Speedster featured with a matching numbers engine however the transmission has been replaced at some point in its life. Available in Signal Red with a black interior. The Speedster comes equipped with a 4-speed manual transmission, Flat 4 Cylinder 1500S engine, dual carburetors, numbers matching deck lid & hood, soft top, steel wheels, chrome hub caps, spare tire, tool kit, and jack. Also includes a Certificate of Authenticity copy as well as a service receipt copy for a major service done in 2021 at a cost of \$2,176. An excellent opportunity to jump into the ownership of this iconic Speedster that is mechanically sound.

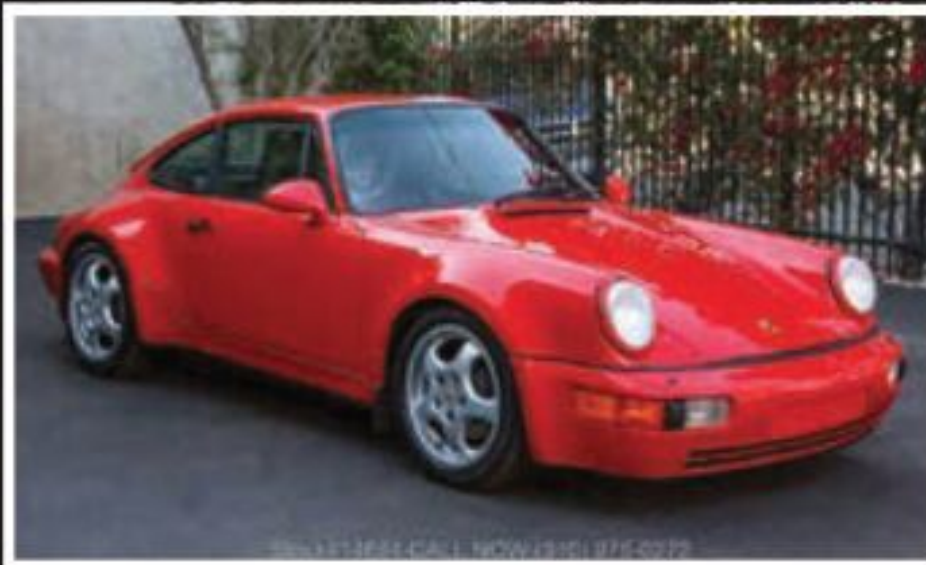
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**1985 Porsche Carrera Coupe Turbo
Look M491 #14637**

This rare limited production 1985 Porsche Carrera Coupe Turbo Look M491 featured with matching numbers and 29,182 miles on the odometer is available in its factory color code #700 black with a black interior. The vehicle comes equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.2-liter engine, air conditioning, automatic speed control, limited-slip differential, central locking system, steering wheel with raised hub, sports seats, power windows, sunroof, 4-wheel disc brakes, Fuchs wheels, and spare tire. Also included are receipts copies totaling over \$3,000 which included a major service done on September 2, 2021, at a cost of \$2,595. An excellent opportunity to jump into the ownership of this original California car. An extremely collectible and well-equipped factory Turbo Look Porsche that is mechanically sound.

For \$135,000



**1994 Porsche 964 Carrera 4 Wide-Body
Coupe #14684**

Presenting this amazing and highly collectible 1994 Porsche 964 Carrera 4 Wide-Body Coupe (1 of 267 ever produced). Available in Guards Red with a black interior. The vehicle comes equipped with a 5-speed manual transmission, 4-wheel disc brakes, G26 Group option: S trim, heated rear glass, sway bars, S instrument, air conditioning, and Fuchs wheels. This is an extremely original Porsche 911E (please review paint meter reading photos). A very sought-after original blue plate California car that is an excellent addition to any Porsche enthusiast. Don't miss your chance to acquire this original 911 that is mechanically sound.

For \$179,500



1996 Porsche 993 Turbo #15340

Presenting this 1996 Porsche 993 Turbo Coupe featured with 37,613 on the odometer and finished in a gorgeous color combination of Polar Silver Metallic with a black interior. Equipped with a 6-speed manual transmission, Flat 6 Cylinder 3.6-liter engine, 4 vented disc brakes, air conditioning, power side mirrors, power windows, front seats w/electric height, automatic speed control, sunroof, Porsche Twist wheels with Bridgestone tires, tool kit, air compressor, Alpine radio, Quartz VDO clock, and a spare tire. Also includes the owner's manual booklet and warranty booklet. An extremely sought-after and well-equipped air-cooled 993 Turbo that is mechanically sound.

For \$208,500



**1973.5 Porsche 911T CIS Targa
Sportomatic #15259**

Presenting this stunning 1973.5 Porsche 911T CIS Targa Sportomatic featured with matching numbers that is finished in its beautiful factory color combination of Gold Metallic with a black interior. The 911T comes well-equipped with a Sportomatic transmission, 2.4-liter engine, air conditioning, 4-wheel disc brakes, Fuchs wheels, fog lights, jack, and a spare tire. Also includes a Porsche Certificate of Authenticity copy, owner's manual booklet, and service receipt copies for an engine rebuild in addition to other work completed totaling over \$42,000 dating from 2016 to 2018. An astonishing Porsche that is ready to be enjoyed and is mechanically sound.

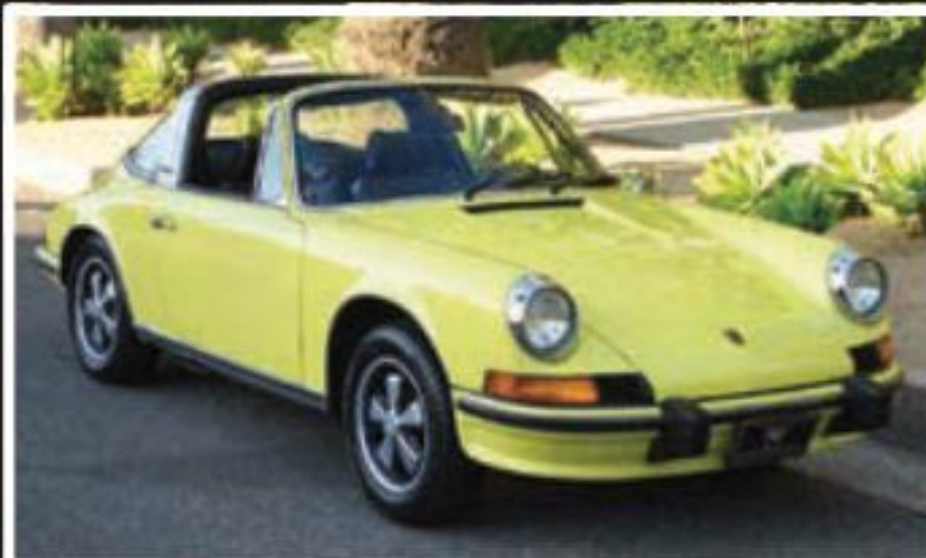
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1996 Porsche 993 Targa #15393

Presenting this 1996 Porsche 993 Targa featured with 90,094 miles on the odometer and finished in its factory color Black (A1) combined with a tan interior. Equipped with a 6-speed G50 manual transmission, four ventilated disc brakes, automatic speed control, air conditioning, dual exhaust outlets, four-spoke steering wheel, sun visors with vanity mirrors, analog clock, AM/FM radio, five-spoke alloy wheels with Continental Extreme Contact tires, air compressor, jack, tool roll, and a spare tire. Note the Targa roof will need to be serviced in order to be operational. The color code and options sticker are both still in place under the hood. In addition to the equipment, this car comes with a clean Carfax report showing history in California from 1995 through 2018. An extremely sought-after and well-maintained air-cooled 993 Targa that is mechanically sound.

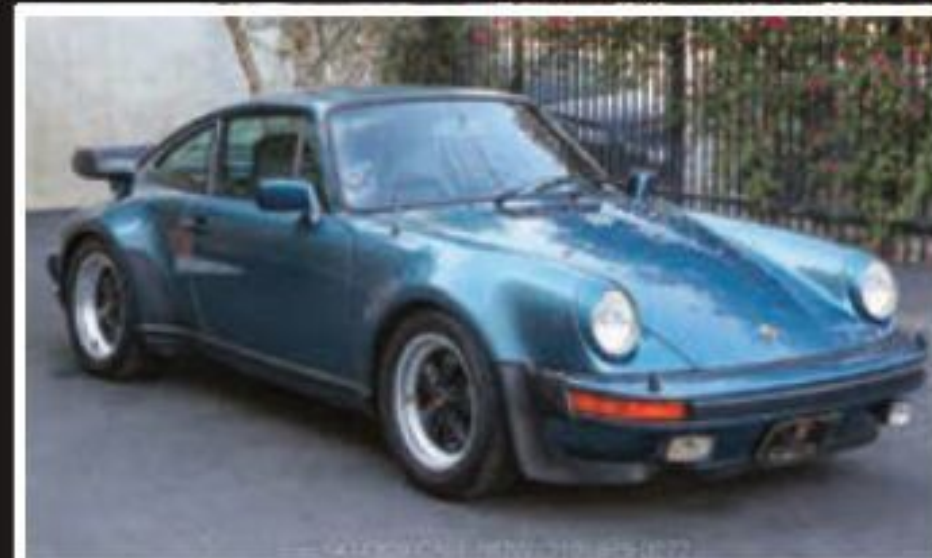
For \$74,500



1973 Porsche 911E Targa #12666

Here is a recently discovered 1973 Porsche 911E Targa featured here with matching numbers is available in its factory color code #117 Light Yellow with a black interior. It comes equipped with a 5-speed manual transmission, 4-wheel disc brakes, G26 Group option: S trim, heated rear glass, sway bars, S instrument, air conditioning, and Fuchs wheels. This is an extremely original Porsche 911E (please review paint meter reading photos). A very sought-after original blue plate California car that is an excellent addition to any Porsche enthusiast. Don't miss your chance to acquire this original 911 that is mechanically sound.

For \$89,950



1979 Porsche 930 Turbo Coupe #14909

Presenting this amazing color combination 1979 Porsche 930 Turbo Coupe featured with matching numbers and 73,614 miles on the odometer. Available in Petrol Blue Metallic with a black interior. The 930 Turbo comes equipped with a 4-speed manual transmission, Flat 6 Cylinder 3.3-liter engine, air conditioning, sports seats, power windows, sunroof, 4-wheel disc brakes, Fuchs wheels, and spare tire. Also includes service documents and receipts copies totaling over \$6,000. An extremely sought-after air-cooled Porsche Turbo that is mechanically sound.

For \$139,950



1997 Porsche 993 Turbo #15255

Presenting this beautiful 1997 Porsche 993 Turbo featured with 21,588 miles on the odometer and available in its factory color code #39C Midnight Blue Metallic with a blue interior. The vehicle is equipped with a 6-speed manual transmission, Flat 6 cylinder 3.6-liter engine, air conditioning, sport seats, automatic speed control, power mirrors, power windows, power steering, power sunroof, 4-wheel disc brakes, Porsche Twist wheels, tool kit, air compressor, jack, and a spare tire. Both color code and options sticker are under the hood on this mechanically sound Gem.

For \$285,000



**1964 Porsche 356C Factory Sunroof
Coupe #13555**

Here is a rare 1964 Porsche 356C Factory Sunroof Coupe featured with matching numbers (Kardex copy included). Available in its factory color code #6407 Signal Red with a black interior. The vehicle comes equipped with a 4-speed manual transmission, 1600cc engine, dual carburetors, sunroof, matching numbers hood/decklid, chrome wheels, and 4-wheel disc brakes. An excellent 356C Coupe that is ready to be driven and enjoyed. This extremely sought-after Porsche had the same owner since 2000 and is mechanically sound.

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2023's BEST BUYS

Industry experts pick the Porsches they think you should be considering in the year ahead...

Words **Dan Furr, Shane O'Donoghue**

Photography **Chris Wallbank, Dan Sherwood, Adrian Brannan**

The past few weeks have been something of a whirlwind — since last month's issue of *911 & Porsche World* went to print, we've had two heads of state, three Prime Ministers and just as many Chancellors of the Exchequer. As if this wasn't enough to make markets jittery, the Treasury and the Bank of England are seemingly at war with one another, inflation is running rampant, Brexit is proving itself a disaster and energy prices are soaring. Not the best time to be shopping for a Porsche, then?

it's important to spend carefully. In other words, you should be parking your money in a Porsche which not only promises a fantastic driving experience, but will also offer a decent return on investment. Naturally, you don't want to lose money come resale, but how about making a few quid after you've had your fun?

There's no crystal ball for us to take advantage of. Indeed, none of us knows what the outlook will be in another twelve months, but considering how robust the used sports car scene has been through the most volatile of circumstances during the past few years, and taking into account pleasingly strong sales

WE'RE SURE YOU'LL BE NODDING IN AGREEMENT WITH THEIR SUGGESTIONS, THOUGH WE THINK ONE OR TWO MIGHT SURPRISE YOU

On the contrary! Financial uncertainty is encouraging many cautious owners to advertise their Porsches for sale, meaning we're heading into a buyer's market. This is in stark contrast to the shortage of good-quality used Porsches — coupled with increased demand — during the height of the pandemic, which resulted in even the ropiest of cars fetching strong money. Of course, this fresh injection of available Porsches doesn't mean you should splash your cash with gay abandon. Quite the opposite — it suggests you can hold out until the right car comes your way.

Regardless of an individual buyer's financial position, the cost of living crisis is affecting us all, as demonstrated at the supermarket checkout and at petrol pumps. With this in mind, we recognise

of modern classics across the board, it's clear appetite for the cars we love remains strong. Which one to buy, then?

To answer this question, we invited Porsche industry experts to suggest their top tips for the year ahead. As you'll discover across the following pages, we've spoken to insurers and dealers, as well as service and maintenance specialists. We're sure you'll find yourself nodding in agreement with their suggestions, though we think one or two might surprise you. Ultimately, we hope their advice proves useful when you're scanning classifieds, sifting through online sales listings and, hopefully, making arrangements to take a test drive. Most of all, we hope you enjoy many smiles to the mile in whichever Porsche you end up buying. ●



2023's BEST BUYS



986 BOXSTER

No matter how hard you try, there's no getting away from the fact the 986 Boxster continues to offer the best bang for your buck on the Porsche scene. Prices have already bottomed out, meaning you're unlikely to be able to buy the mid-engined, two-seater roadster for any less than it is currently available for, but don't be tempted to hop into the cheapest 986 you can find — excellent examples of the Porsche-saving drop-top are fetching good money for a reason.

"This end of the market is fraught with danger for a buyer," warns Tom Harris, responsible for the day-to-day running of Porsche sales specialist, 911 Virgin. "The

low value of early Boxsters, especially base models, means many owners cut corners when it comes to servicing and maintenance. Additionally, cars staying with owners for an average of just eighteen months means some sellers lazily shift their car care responsibilities on to the buyer, who themselves might not take care of what's required. There's also a tendency for low-value Boxsters to be serviced and maintained at general service garages, where knowledge about vehicle specifics is lacking. Sure, you can buy a 986 for three grand, but my advice is to reach for cars at the very top end of the price spectrum. It's likely these are the examples which have been well looked after and which will offer you a more enjoyable ownership experience."

We've said as much before, but you'll struggle to find any standard mainstream Porsche which handles better than a 986, especially on a twisty backroad — the newer the Boxster model, the bigger and less wieldy. Less feedback, too. In other words, optimised responsiveness marks the 986 as that bit more user-friendly than later Boxsters. Sure, tyres play their part, but all the top brands work well on the 986. Simply fit the best and have a spare set stashed away for winter.

Running costs are reasonable, but it's worth keeping in mind the 986 Boxster is the same as the 996-generation 911 from the rear quarters forward, and that the open-top Porsche's flat-six (2.5 litres through to 3.2 litres) is pretty much a smaller displacement version of the unit

Above It's difficult to see how the 986 Boxster will be knocked off its perch as the best-value entry point to Porsche ownership

FROM
£3k

IF THE BUDGET STRETCHES...



powering the same-age 911 Carrera. In other words, despite the fact you may have acquired a 986 Boxster for a budget-beating price, suspension complaints and mechanical failure is going to set you back the same amount of cash as if you were faced with fixing a 996. Many Boxster buyers fail to observe this fact, a key reason many seemingly cheap 986s are hiding problems their next owner will need to contend with.

DIFFERENT STROKES

Having said all this, there is some truth to the argument all 986 Boxsters are tarred with the same brush. The easiest way to separate the rough from the smooth is to invest in a pre-purchase inspection from a trusted independent Porsche specialist familiar with these cars. We recommend this over instructing an official Porsche Centre to carry out a dealer-special 111-point check, which is really only a probe

of mechanicals. Besides, due to their low value, how many early Boxsters are serviced at main dealers these days? The depth of knowledge an indie will offer is likely to provide far more detail relating to every aspect of the car, from bodywork to engine, electrics, chassis and interior. You'll also want a borescope inspection carried out to ensure the absence of bore score, a common fault on early water-cooled 911 and Boxster engines. Expect to pay between £300 and £500 all in. If you've raised an eyebrow at this sum, consider the fact it could save you a fortune in the long run.

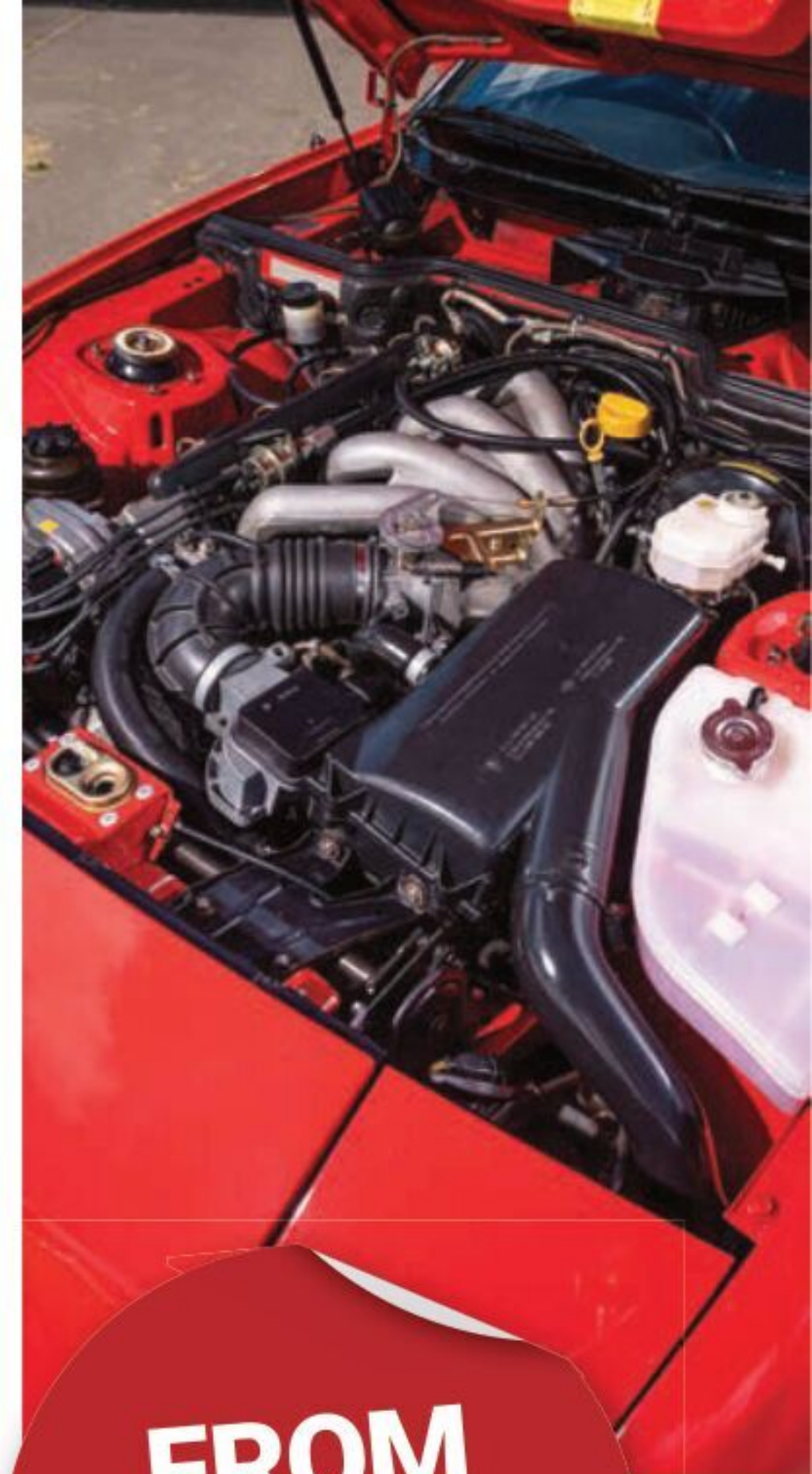
Don't feel pressured into buying any particular 986 Boxster. The massive success of the model means there is no shortage of examples to choose from, allowing you to take your time finding a car matching not only your available budget, but also your preferences in specification, including colour and trim

level. Budget between five and fifteen grand, but aim to spend the most you can afford — as Tom highlighted, the best Boxsters command the best prices... with justification.

If your budget can extend further than the top rung of the 986 ladder, consider a first-generation 987 Boxster. We always recommend the best example of an earlier car over an average example of a later one pitched at the same price point, but with 2.7-litre base model 987s starting at seven grand and the uber-desirable RS60 Spyder (a limited edition of only 1,960 units) variant yours for £25k, there's a huge variety of different engine sizes and trim options to choose from across the 987 range.

If your heart is set on a 986 (and who could blame you?!), however, our pick of the bunch is the near 250bhp 3.2-litre Boxster S, but only with a manual gearbox. Happy hunting! ●

Right A top-end 986 is a better buy than a low-end 987, but if your budget allows, explore what's on offer from both Boxster generations



**FROM
£4.5k**

924 S

With the popularity of modern classics in full swing, the 924 has found favour among a new generation of Porscheophiles, leading the 986 Boxster to take the 924's place as the cheapest entry point into Porsche ownership. Prices across the 924 range have increased accordingly, but there remains a hidden gem in the form of the 924 S, a model most people outside 924 circles don't know exists.

February 1982 saw the 100,000th 924 produced. All 924s gained the 944's updated interior and rear spoiler. Sales passed 130,000 units in 1983, while detail changes extended the two-litre 924's life until 1985, at which point Volkswagen ceased production of the model's EA831 inline-four. Audi had dispensed with it in 1979, summoning the lighter and more efficient EA827 to serve in its place. In contrast, Porsche had no desire to develop a new two-litre engine with which to power its entry-level offering. With VW calling time on the EA831, quick thinking was required from engineers in Zuffenhausen.

The solution came in the form of a detuned version of the 944's 2.5-litre M44. The increase in displacement warranted a new nameplate, thus the 924 S was introduced for the 1986 model year. It became the only 924 available new from main dealers. Performance was on par with the discontinued 924 Turbo — 150bhp and

144lb-ft encouraged the dash to 60mph from a standing start in 7.8 seconds, while top speed was 137mph. The 924 S was not to be dismissed as just an engine drop-in special, though. Proving the point, Porsche raided its parts bin and equipped the 924 S with the 944's disc brakes and part-aluminium rear semi-trailing arms. 924 S power rose to 160bhp in 1987. Late 1988 model year examples featured 944-style polyurethane front and rear skirts designed to improve airflow.

"The S represents a significant evolution in the 924 timeline," reasons Emma Airey, Head of RH Specialist Insurance. "It may have borrowed many of its core components from the 944, but the model retained the 924's original narrow body, which many enthusiasts prefer to the 944's bulkier shape." Is the 924 S a 'best of both worlds' offering, then? "Myself and my colleagues are big fans of the 924 S, so much so we've bought a 1987 example finished in Nautic Blue Metallic and loaded with a Linen leather interior." Unveiled on the RH Specialist Insurance stand at the recent NEC Classic Car Show, the Porsche is being offered as a competition prize.

Cherished by previous owners and accompanied by stacks of paperwork, the car has been resprayed (at a cost of £6k), its wheels have been refurbished and it will be treated to a mechanical overhaul between now and close of the competition, when the tidy transaxle will be presented to its next owner. "We'll be exhibiting this 924 at every event

RH Specialist Insurance is exhibiting at between now and the 2023 NEC Classic Car Show, which is when we'll be giving the car to the competition winner," Emma confirms. Entry is free — simply scan the QR code displayed on the car when you encounter it. Good luck!

Beyond highlighting how the 924 S is the peak of the 924's normally aspirated standard model line-up, the RH Specialist Insurance competition serves to demonstrate how there are other ways to secure ownership of a Porsche during times of belt-tightening. Want better odds or can't wait until next year? Budget between £4.5k and £6.5k to buy a tidy 924 S. Doer-uppers can be had for less, but tread carefully — neglect can cost a lot of money to put right. ●

Below Powered by a 2.5-litre M44, the 924 S is a lesser known member of Porsche's 1980s product line-up





911 Turbo (993)

Arena Red • Black Leather Sports Seats
18" Turbo Wheels • Electric Sunroof
Full Leather Interior • Air Conditioning
Previously Sold & Serviced by Paragon
62,139 miles • 1996 (P)

£154,995



911 GT3 (991 GEN II)

Crayon • Black Leather 918 Bucket Seats
Manual Gearbox • Clubsport Package
Porsche Ceramic Composite Brakes
Previously Sold & Serviced by Paragon
13,826 miles • 2018 (18)

£154,995



911 GT2 (996)

Polar Silver • Black Leather Sports Seats
18" GT2 Wheels • Porsche Ceramic
Composite Brakes • Carbon Interior
Package • Previously Sold & Serviced by
Paragon • 21,836 miles • 2003 (03)

£134,995



911 Carrera 4 GTS Targa

Jet Black Metallic • Black Half-Leather
Sports Seats • PDK Gearbox • 20" GTS
Centre Lock Wheels • Switchable Sports
Exhaust • Sport Chrono • 9,122 miles
2018 (18)

£109,995



911 Carrera 2 S (992)

Guards Red • Black Leather Sports Seats
PDK Gearbox • 20/21" Carrera S Wheels
Touchscreen Satellite Navigation
Switchable Sports Exhaust • Sport Chrono
7,605 miles • 2019 (69)

£99,995



911 Carrera 2 GTS (991)

Guards Red • Black Half-Leather Bucket
Seats • Manual Gearbox • 20" Centre
Lock Wheels • Sport Chrono
Previously Sold & Serviced by Paragon
6,939 miles • 2015 (65)

£92,995



911 GT3 (996)

Atlas Grey • Black Leather Bucket Seats
18" GT3 Wheels • Air Conditioning
Guards Red Seat Belts • Cruise Control
Porsche Embossed Headrests
19,857 miles • 2004 (54)

£89,995



911 Carrera 4 (991)

Amaranth Red • Black Leather Heated
Sports Seats • PDK Gearbox • 20"
Carrera Classic Wheels • Touchscreen
Satellite Navigation • Parking Sensors
52,128 miles • 2013 (63)

£52,995



911 Carrera (997)

Carrera White • Black Leather Sports
Seats • Manual Gearbox • 19" Carrera S
Wheels • Heated Seats • Previously Sold
& Serviced by Paragon • 20,294 miles
2010 (59)

£51,995



Boxster 718

Guards Red • Black Leather Sports Seats
PDK Gearbox • 20" Black Carrera S
Wheels • Switchable Sports Exhaust
Heated Seats & Steering Wheel
20,878 miles • 2017 (17)

£44,995



Boxster S 718

Guards Red • Black Leather Sports Seats
20" Black Carrera S Wheels • Touchscreen
Satellite Navigation • Full Leather
Interior • Previously Sold & Serviced by
Paragon • 31,042 miles • 2016 (16)

£44,995



911 Carrera 2 S (997)

Meteor Grey • Black Leather Sports Seats
Manual Gearbox • 19" Carrera Sport
Wheels • Factory Fitted AeroKit
Previously Sold & Serviced by Paragon
46,993 miles • 2008 (57)

£41,995

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2023's BEST BUYS



996 CARRERA

Though now recognised as a wildly popular model responsible for bringing the 911 into the modern age, the 996 was the subject of much derision when launched in 1997. Porsche purists were stunned at the inclusion of a water-cooled flat-six, but this was only part of the story – the 996 was the biggest redevelopment of the 911 since launch of the 901 more than three decades earlier.

Factory designer, Pinky Lai, is credited with the 996 shape, working under time-served head of Style Porsche, Harm Lagaay. Though many will remember the early 996 for its historically unloved 'fried egg' front light clusters (now gaining fresh respect as we exit the 996's

twentieth anniversary year), Lai and his colleagues were proud of the fact they did away with the somewhat ugly water drain rail running across the top of the side glass, a feature of all 911s up to and including the outgoing 993.

The removal of this detail indicated the 996's body was brand-new. Indeed, Porsche looked long and hard at using aluminium for the body and even for the chassis, though the material was eventually ruled out on the basis of cost, manufacturing complexity and concerns regarding ease of repair. Instead, a large proportion of high-strength steels were employed (hot zinc-galvanised to protect against corrosion, a method Porsche had pioneered), allowing for weight reduction and a shell claimed to be forty-five percent stiffer in torsion than that of the

993, not to mention fifty percent more resistant to bending forces. The front and rear windscreens were also bonded in for the first time, considerably upping the strength of the structure, which comprised more than sixty-three percent deep-drawn steel, accounting for the smooth, compound curve exterior body panels.

More than twenty-nine percent of the structure was manufactured from high-strength steel, including side-impact protection, the centre tunnel, the windscreen surround and longitudinal frame members. Cleverly, the final heat treatment of these components happened when the paint was baked.

Meanwhile, the front bulkhead and side sill supports used tailored steel blanks of varying thicknesses,

Above The fact you can buy a 911 for little more than the cost of a brand-new Kia Picanto is ludicrous



IF THE BUDGET STRETCHES...



accounting for almost six and a half percent of the overall steel. These were laser-welded together and then pressed to provide strong reinforcement. Last but by no means least, boron steel was used in the footwells and door reinforcements to increase overall strength.

"We see few bodywork corrosion issues on the 996s coming in and out of our workshop," says Peter Robinson, Service and Parts Manager at Warrington-based Porsche restoration, maintenance and tuning outfit, Ninemeister. "The 996 was better undersealed than the 997," he continues. "Plus, the 996 doesn't suffer as much in the way of bore scoring as the later 911. Put it this way, though I'd recommend a pre-purchase inspection, I would have no hesitation in buying a 996 Carrera today. These are really great cars and can be bought at very reasonable cost." Indeed, a base model 996 Carrera can be yours for between £12k and £20k. Examples with exceptionally low mileage

will command more, but then you're in 997 territory. "I'd want a 996 Carrera coupe with manual transmission," Peter stresses. "This specification will continue to rise in value, as it has done in recent years. If you're looking for somewhere safe to park your money, but are working with a modest budget, it's difficult to ignore everything the 996 Carrera has to offer. It's a brilliant car."

Though Porsche had used water-cooling in many road and race cars prior to the arrival of the 996, the 911 abandoning the air-cooled flat-six was nothing short of momentous. There was a moment when it looked as though the 993 could have had the honour of being the first water-cooled 911 — Porsche seriously considered using an Audi-supplied V8. The fact this engine would have required a complete rethink of the 911's layout was the air-cooled flat-six's saving grace. Nonetheless, air-cooling was living on

borrowed time: compromises, such as increasingly difficult-to-quell noise, cost of manufacturing and limitations on performance were at the forefront of Porsche's thinking. Thankfully, the future of the manufacturer's flat-six arrangement (albeit with water cooling) was assured when Porsche took the decision to develop the 996 and the 986 Boxster in parallel, allowing economies of scale.

Toward the other end of the 996 price scale resides the first-generation 911 GT3, a model which has proved itself an appreciating modern classic during the course of the past couple of years. Put it this way, back in 2020, you could easily have picked one up for sixty grand. Now? Even high-mileage examples in need of paint (to eliminate gravel rash) are fetching north of £80k. Moreover, super-clean 996 GT3s are fetching six figure sale prices, such is the love enthusiasts now have for this historically significant 911. Buy one before it's too late. ●

Right One of our hot picks for 2023 is the 996 GT3, a model experiencing high demand and increasing sale prices



**FROM
£25k**

997 CARRERA S

You've undoubtedly heard the horror stories. "When it comes to the first-generation 997, people become obsessed with the risk of engine failure,"

911 Virgin's Tom Harris sighs. "While it's important to be aware of the pros and cons of any model you're thinking about buying, the reality is that the number of 997s affected by intermediate shaft bearing failure is tiny. The first-generation 997 is 911 Virgin's biggest and best seller. We've sold literally hundreds of these cars and I promise you the intermediate shaft bearing failure rate I've observed is less than 0.1%." Other respected dealers we've talked to about this issue say they've never come across a 997 with IMS failure. Ever.

"Bore scoring is a different matter," Tom warns. "Simple checks are all that's required to ensure the car you're interested in buying is free of this damage, though if buying from a reputable dealer, such as 911 Virgin, this work will have already been carried out with results for you to see. Again, though, only a small number of cars are affected. I'd put it somewhere around fifteen percent of all 997s manufactured. The figures I've quoted aren't necessarily typical of failure rate, but considering how brilliant the first-generation 997 is as a driver's car when fully sorted, they're illustrative of what can be achieved if these cars are checked properly – the 997 delivers a lot of Porsche for the money it commands right now."

In production for five years from model launch in 2004, the original 997 went on to become a fan favourite, blending styling sympathetic to the late air-cooled era of 911 production with modern road-holding, performance and reliability. As outlined in last month's issue of *911 & Porsche World*, the £58,380 Carrera and £65,000 Carrera S were first from the blocks. The former produced 321bhp from its 3.6-litre six-pot and sprinted to 62mph in five seconds. With an enlarged 3.8-litre lump and 295lb-ft torque, the 350bhp Carrera S was speedier still. This was the first time in twenty-seven years the 911 was offered with a choice of different engine sizes from the off. Better still, the optional X51 power pack lifted the Carrera S's output to a lofty 376bhp. A six-speed gearbox was shared between models, while the hugely capable five-speed Tiptronic S transmission was a key feature on the Porsche dealer options list.

The Carrera S rode on nineteen-inch rims with Porsche Active Suspension Management (PASM) as standard. A Porsche debut, and the first time electronically controlled springs and dampers had been offered since the 959, PASM enables firmer suspension at the touch of a button. The optional Sports Chrono Package Plus – clearly identified thanks to the presence of a dash-top stopwatch – added more dynamic polish, adjusting engine and throttle pedal mapping, as well as intervention of Porsche Stability Management (PSM). Word of advice: Sport Chrono has a hugely positive effect on a Tiptronic

S-kitted 997 Carrera S. Unless you're looking at an unmissable bargain, don't buy a Tiptronic S without this add-on.

Variable ratio rack-and-pinion steering also debuted on the 997, delivering a distinctly direct-yet-progressive feel. The upgrades were transformative, as proven when the Carrera S lapped the Green Hell a full twenty seconds faster than the 996. Understandably, Porsche was confident in its new car's pace and technical supremacy, as highlighted by a relaxing of service intervals to 18,000 miles, thereby easing the ownership experience, though most specialists err on the side of caution by sticking to more frequent fluid changes. A true modern classic, a good 997 Carrera S is yours for between £25k and £35k, depending on mileage and transmission – manuals command more cash, despite Tiptronic S being a fantastic gearbox with manual override. ●

Below The 997 Carrera S is an excellent buy, but make sure you invest in a borescope inspection before parting with your cash



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2023's BEST BUYS



FROM
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981 BOXSTER/CAYMAN S

The differences of opinion between professionals approaching the Porsche scene from different angles (e.g. sales, service and insurance)

is what we set out to discover when canvassing the individuals we spoke to during the course of creating this issue of *911 & Porsche World*. What we hadn't anticipated was an almost unanimous vote of confidence in one particular model. With this in mind, it's safe to assume the car in question, the 981 Boxster/Cayman S, is the smartest place to put your money in 2023.

"You only have to look back at the past four years to see the 981 S, particularly the Cayman coupe variant, has treated its owners very well," observes Rob

Langley, founder of Chichester-based Porsche sales centre, Harbour Cars. He goes on to offer sound advice regarding any Porsche purchase. "When it comes to buying a Stuttgart-crested car, you should think less about what it will cost to buy and more about how much you'll lose during your time as owner. That's the real cost of owning a Porsche. In this regard, an S-badged 981 is an excellent place to keep your cash safe. And, of course, these cars are brilliantly usable."

He's not alone in his critique of the 981 S twins. "If you can, ignore the 987 and dive straight into a 981 Cayman S," smiles Ninemeister's Peter Robinson. "We've yet to see an issue with the S model's direct injection 3.4-litre flat-six, which is reassuring considering the model is now more than a decade

old. These are really reliable, brilliantly competent cars and come with a choice of a six-speed manual or seven-speed PDK transmission." Close to 310bhp and 266lb-ft torque is on offer, as is top speed of 173mph.

"I'd opt for a PDK-equipped 981 Cayman S," Peter continues. "This configuration is excellent, not only for spirited backroad blasts, but also for everyday driving, should the car be used as a commuter. The 981 S sounds brilliant, too. Certainly, it's better-sounding than the 718, which produces a comparatively dull noise, even with its exhaust valves open. If your money can go further, the 320bhp 981 Cayman GTS is the best all-rounder in the 981 range, but it's a rare model and owners seldom want to sell up."

Above All our experts agreed the S-badged 981 Boxster/Cayman twins offer a huge amount of bang for your buck and a safe place to park your hard-earned dosh



IF THE BUDGET STRETCHES...



Feeling flush? The 981 Boxster Spyder was unveiled at the 2015 New York Auto Show and was the lightest model in the Porsche product range at the car's time of release. Powered by a 3.8-litre flat-six derived from the 991 Carrera S (incidentally, this engine is also used in the track-focused 981 Cayman GT4) developing just shy of 375bhp and topping out at 180mph, the 981 Spyder is a masterpiece of restraint, with all items surplus to requirements (air-conditioning, audio equipment, electrically operated folding roof, among other items) removed in the name of reducing weight, which was further achieved through the use of aluminium for the main body panels. Consequently, the 981 Boxster Spyder weighs thirty kilos less than the 981 Boxster GTS, even though the Spyder makes use of heavier chassis equipment.

For example, besides the bigger engine, the Spyder relies on six-piston front calipers and 991 Carrera S rear

anchors to bring it to a halt. A limited-slip differential, Porsche Torque Vectoring (PTV) and the 991 Turbo S's quick steering rack are also present, the latter missing from the 981 Cayman GT4. With 2,486 981 Boxster Spyderys assembled, you won't have trouble finding one, but you'll need to budget £70k, double what you'll pay for a 981 Boxster/Cayman S.

SMOKE AND MIRRORS

"Many 981s will be covered by Porsche Extended Warranty, but this doesn't mean you're looking at a good car, regardless of what the paperwork says," offers 911 Virgin's Tom Harris. "The cost of 981 S ownership is at the top end of where many buyers find themselves able to reach in Porsche's legacy model range, but not all owners are then able to do justice to the maintenance regime these cars demand. They're new enough to look great, but their quality can easily be diluted, especially with Porsche

recommending service intervals of two years, affording less conscientious owners not planning to keep their Porsche for the long-term the excuse to not bother taking proper care of their car. It's important to remember, however, not all owners are this carefree. And, if you buy from a reputable dealer known for only selling cars of premium quality, you shouldn't have anything to worry about."

Regular readers will know 911 & Porsche World photographer, Chris Wallbank, is the proud owner of the 981 Boxster S on these pages, bought privately earlier this year and now in fine company with his recently acquired 981 Cayman GT4, which you can read about on page 118. Both cars will be showcased in a forthcoming issue of the magazine, where Chris will be outlining his rationale for buying the GT4 — hot on the heels of a string of older Boxsters and 911s — and his subsequent ownership adventures. Watch this space! ●

Right If you've got more disposable income to spare, consider purchasing the 981 Boxster Spyder as a sound investment and an alternative to the S



FROM
£50k

912 (1965-1969)

Regular readers will know how much we love the 912, which is why we have no hesitation in plugging the model as one of 2023's best buys. After all, with the cost of acquiring a mid-1960s 911 now stratospheric, the thirty-odd thousand 912s built between 1965 and model discontinuation in 1969 provide a far more cost-effective and readily available alternative — many of the 911's core components, including the body shell, were shared with the 912 as a way of keeping manufacturing costs low.

In terms of road use, it's possible to wring the neck of a 912 and explore much more of its performance potential than a same-age two-litre 911 — you can drive the 912 at ten tenths, whereas you're probably only likely to explore half of what an early 911 offers before you run out of road or, more likely, run out of talent behind the wheel.

Initially given the factory designation 902 (to tie in with the 911's original 901 identifier, which was changed to 911 after a challenge from Peugeot claiming ownership of three-digit model names with a zero in the middle), the car which would go on to become the 912 first appeared in 1965. It fulfilled its maker's brief to the letter, combining the curvaceous looks of the then new 911 with a simpler, less powerful four-cylinder engine. Options explored, but ultimately discounted, included a new engine based on the flat-six, as well as a unit derived from the Type 616/16 powerplant

used to propel the 356 SC. In response to concerns about the little amount of cash Porsche had to play with, however, a detuned version of the 356's regular 1.6-litre engine became the preferred choice.

The resulting 616/36 featured cast-iron cylinder liners and a finned alloy jacket in addition to a light alloy crankcase and matching cylinder heads. A pair of twin-choke Solex carburettors and low compression ratio of 9.3:1 meant the new 1,582cc unit developed 90bhp at 5,800rpm. This was down 5bhp when compared to the 356, but the 912's engine delivered its 90lb-ft torque 700rpm lower than that of its predecessor. A 901 four-speed gearbox provided the drive, while 60mph was reached from a standing start in 11.6 seconds. Yes, the 912 was off the pace of the 130bhp 911, but the smaller-engined Porsche still managed to deliver respectable performance, especially at a time when drivers in the USA were experiencing enforced tightening of speed limits — at 115mph, the 912's top speed was 16mph lower than that of its six-cylinder sibling, yet the smaller-engined Porsche was faster and quicker than the 356 due to a more aerodynamically advanced body and advanced-for-the-time independent suspension.

Looking at the 912 and 911 side-by-side, it may have seemed as if buyers were being short-changed, but Porsche was keen to highlight how the four-cylinder car offered considerable benefits over the brawny six-shooter. For a start, superior 44/56 front/rear weight distribution trumped the 911's 41/59,

while the 912's more neutral handling meant it was less likely to bite at the limit. Helped by its lighter engine and overall weight of just 970kg, the 912 was also more economical, returning close to 35mpg. With a silver rear badge designed to let admirers know they weren't staring at the model's more powerful stablemate — 911s wore gold-coloured emblems — the 912 officially entered production on in April 1965. At DM16,250 (£2,466), it cost DM6,000 (£972) less than a 911.

Porsche would soon discover it had a hit on its hands — by the close of 1965, 6,401 912s had shifted out of dealer showrooms. You won't have any trouble getting hold of one today, but keep in mind bodywork and other parts shared with the mid-1960s 911 means the cost of restoring these cars is the same, the only difference being the amount of engine work required. That said, the price of purchasing a decent 912 currently starts at around £50k, a quarter of what you'll pay for the same-age two-litre 911. ●

Below Considered tuning will lift the flat-four's power output to match that of the early two-litre 911, albeit with less torque



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**FROM
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997 CARRERA GTS

The 100,000th 997 rolled off the Porsche production line in mid-2007, signalling a significant milestone – no 911 generation had been built this quickly. Appetite for the model was clearly very strong, more so after a refresh in July 2008 heralded the arrival of the 997 Gen II. More than a facelift, the revised 997 product line introduced direct injection engines, updated suspension, a touchscreen Porsche Communication Management (PCM) system and the first production incarnation of the Porsche Doppelkupplung (PDK) double-clutch transmission. LED lights added sparkle, with beefier bumpers displaying the new 911's performance intent. Referencing its past by addressing complaints from owners of the first-gen 997 Carrera 4 and 4S (enthusiasts who were disappointed not to see the iconic full-width reflective strip at the rear of their all-pawed models), the bright red reflector bar was finally reintroduced, affording the 997 a design element harking all the way back to the G-series 911, before Porsche deemed the feature to be specific to four-wheel drive models, a decision reversed for the start of 992 production.

The second-gen 340bhp Carrera/4 and 380bhp Carrera S/4S coupes and cabriolets debuted first, with updated Targa 4 and 4S cars following. The inevitable 997 Gen II Turbo was more of a supercar slayer than previous incarnations, its new 3.8-litre six-banger

boasting a whopping 493bhp and 480lb-ft torque. The Turbo's larger intake manifold was taken from the GT2, allowing Sport Chrono-equipped PDK Turbos to shoot to 62mph in 3.4 seconds. Porsche Torque Vectoring (PTV) ensured greater agility under hard cornering. Optional dynamic engine mounts also helped improve handling.

Zuffenhausen was on a roll, and so began a plethora of limited-volume 997 special editions. Some were more significant than others. The distinctively styled Sport Classic of 2010, for example, paid tribute to the 1973 Carrera RS 2.7. The 408bhp homage's 'double-dome' fluted roof, Sport Design front apron and fixed ducktail rear spoiler looked the business, as did unique Sport Classic Grey paintwork and stealth-like nineteen-inch Fuchs five-leaves. Porsche Active Suspension Management (PASM), Porsche Ceramic Composite Brakes (PCCB) and a mechanical rear differential added muscle, and though priced above the 997 Turbo, the £137,529 Sport Classic was an instant hit, as demonstrated by all 250 units selling out within a day of order books opening. Expect to pay £250,000 today.

Rather more affordable (budget £55k) is the 997 Carrera GTS, filling the gap between the basic Carrera and the 997 GT3, marrying the wider Carrera 4 shell with rear-wheel drive. This 'best of all worlds' 911 is powered by a 408bhp 3.8-litre boxer and offers more visual punch thanks to the presence of a Sport Design front bumper and nineteen-inch

RS Spyder alloys. The later 997 Carrera 4 GTS added a new rear differential to the Porsche Traction Management (PTM)-assisted four-wheel drive 997 recipe.

"DFI-engined 997s are inherently reliable," says Nathan Whittington, co-owner of Quorn Sports & Classics. "They're also the last of the analogue-feeling 911s, assembled before Porsche introduced electrically assisted steering, which reduces feel when compared to previous Porsche steering systems. The second-generation 997 comes in at a higher asking price than its predecessor, in part due to reassurance the range's engines give over the highly publicised problems with M96 and M97 power units, but in return, you get an absolute peach of a 911 pairing modern performance and reliability with rewarding mechanical feel behind the wheel." ●

Below 408bhp DFI flat-six is super-reliable and a significant step up from the first-gen 997's engine





FROM
£180k

964 30 JAHRE

Demand for limited-series 964s in box-fresh condition is at an all-time high, but it's not just Carrera RS and Porsche

Exclusive Manufaktur models well-heeled enthusiasts want in their collections.

"The 911 thirtieth anniversary model gets my vote," grins Thomas Atherton, owner of Middlewich-based Porsche sales and service specialist, Weissach UK.

"Less than nine hundred examples were manufactured following model launch in

March 1993, making this a rare 964. It's essentially a Carrera 4 coupe treated to Turbo Look bodywork, Cup wheels, Turbo suspension components and either Viola Metallic, Amethyst Metallic or Arctic Silver paintwork, though a small number of special order example were finished in Black Metallic and Guards Red."

As far as interior equipment goes, 30 Jahre models were fairly basic as standard, with air-conditioning, trip computer, sunroof, ruffled leather, sports seats and car phone among dealer cost options. A titanium-coloured metal

inlay on the gear knob, a same-style commemorative plaque (displaying model serial number) on the parcel shelf and woven '911' script with a distinctive underline (mirroring the badge on the engine lid) provide exclusivity, as does Rubicon (purple) leather with matching carpets. Only thirty-nine of the 896 units built — from an intended nine hundred and eleven — were offered for sale through the UK's Porsche Centres.

"Some people find the 964 Carrera RS a little too flamboyant, especially when painted Rubystone Red or any of the other bright colours the RS came with," Tom reasons. "By contrast, the 30 Jahre edition is really special, but presents in less shouty fashion, especially when finished in silver. Desirability for this model, which most people understandably want in Viola Metallic, is on the rise, with prices going only one way. There's no denying this is far from a cheap Porsche, but if you're able to invest money in classic 911s, the 30 Jahre is a safe bet for the year ahead."

Just how much will you need to budget? Horsham sports car dealer, Fast Classics, is currently advertising one of seventy-four Italian market 30 Jahres for £189,995, subject to applicable UK taxes. Beyond your budget? The company is also advertising a low-mileage Guards Red 964 Carrera 2 for £89,995 and a same-shade 968 Sport for £26,995. Take your pick! ●

Below Viola Metallic is a beautiful colour for the 964, making the 30 Jahre look special, but without the eye-popping finish of Carrera RS colours





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Basalt black with black leather
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911 (997) "2S" 3.8 (08 - 2008)
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911 (997) "4S" 3.8 tip (56 - 2006)
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WEAPON OF CHOICE

Looking for a classic 911? More likely than not, you're going to be scanning the G-Series 'impact bumper' range, which spans fifteen years of Porsche production, from 1974 to 1989. Turbo aside, we drive the four main protagonists: Carrera 2.7 MFI, Carrera 3.0, 911 SC and Carrera 3.2...

Words **Steve Bennett** Photography **Antony Fraser**







The period 1973-74 was a traumatic one for sports cars. American safety and pollution-busting legislation meant a hefty aesthetic blow from the ugly stick, combined with a double whammy drop in performance. Previously elegant and svelte designs grew frankly hideous appendages front and rear. Think MGB, Fiat 124 Spyder and X1-9. The 911 didn't escape change, either.

Predictably, Porsche executed and integrated this imposed act of wanton vandalism rather more sympathetically, so much so the G-series 911s it ushered in lasted fifteen years with no significant styling changes. Likewise, the similarly imposed drop in performance was soon negated with the introduction of advanced Bosch fuel injection systems getting the absolute max from the fuel and air mix, although – perhaps fittingly – US market machines never truly caught up, hobbled by catalytic converters and fuel as weak as Budweiser. Even so, Porsche saw improvements to fuel economy and efficiency as a point of principle – as the G-Series cars became faster, with each new model, they became more abstemious, too.

It still matters, I guess, although it's not really the point of this gathering. Today, the G-series represents the classic 911 market in its broadest and most usable sense. It's where the majority of 911 junkies congregate, to take advantage of a (largely) still plentiful supply of cars, as well as prices and mileages encouraging

use. Plus, unlike the later 964 and 993, G-series cars offer a very tangible connection with pre-1974 911s.

So, what have we got here? Well, the full gamut of 'cooking' 911s, from the Carrera 2.7 MFI to the end of G-Series life, taking the form of the Carrera 3.2. In the middle, there's the three-litre duo of Carrera 3.0 and 911 SC. That's fifteen years of Porsche development. This should be an interesting exercise. It also offers an accurate snapshot of G-Series values versus performance.

Let's start with the 1974 Carrera 2.7 MFI. An RS 2.7 in all but name? Well, not quite, but then again, not far off. And, in coupe form, the MFI machine was built

in near identical numbers (1,508 versus 1,534 for the later 911). For years, the Carrera 2.7 MFI was considered nothing special, with prices pretty much level with any other G-series 911, whether Carrera 3.0, 911 SC or Carrera 3.2. Then values for the RS took off, the penny dropped, and the Carrera 2.7 MFI went tearing off in hot pursuit. We'll get more into values later, but to put RS versus MFI into perspective, the respected Hagerty guide values a concours 1973 Carrera RS 2.7 Touring at £730,000. Compare this to £234,000 for a concours-spec 1974 Carrera 2.7 MFI. Yep, near as makes no odds, that's a difference of half a mill. And in terms of spec, the 1974 car is pretty

Above There's an argument the 2.7 MFI is RS in all but name... and price, obviously

Below Our four 911 Carrera test mules



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much the same as the RS Touring. They even weigh the same, tipping scales at 1,075kg, debunking the notion that the big bumpers added bulk.

Today's 2.7 MFI is a leftie, which is actually a good thing because it means the pedals are better placed. Besides, left-hand drive is barely a hindrance to a car as narrow as this.

I've been lucky enough to drive a few RSs. In terms of the driving experience, there really is nothing in it when compared to the later MFI. And why would there be? We're dealing with the same 210bhp flat-six and the same 915 gearbox, plus largely identical suspension. The later car is slightly more refined, and there are detail changes to heating, ventilation, and interior trim, but really all that's lacking is the RS badge.

The driving experience is pure, undiluted classic, air-cooled 911 and worth expanding on here, not least because it's a little while since I've driven one of these cars and there's always a bit of driving realignment involved when hopping into an old-school 911. Good examples help the readjustment process, though, and this monochrome example is a good one. It's been well used (but in no way abused) and ticks all the RS-alike boxes, what with its factory-optional ducktail, Carrera body script and fifteen-inch Fuchs.

Quite often, a fresh, mega bucks resto, or a low-mileage, little used garage queen,

just feel reluctant to give. The engine can be tight, the gearbox unwilling to release one ratio for another, the brakes

catching, to the physicality of the controls and the unique balance of the weighty, twisting rear and the floating front, it's

just an immersive experience. It's one which feels like nothing else. A thrill, even.

That must be it. I'm rarely this effusive about a car, 911 or otherwise, but really,

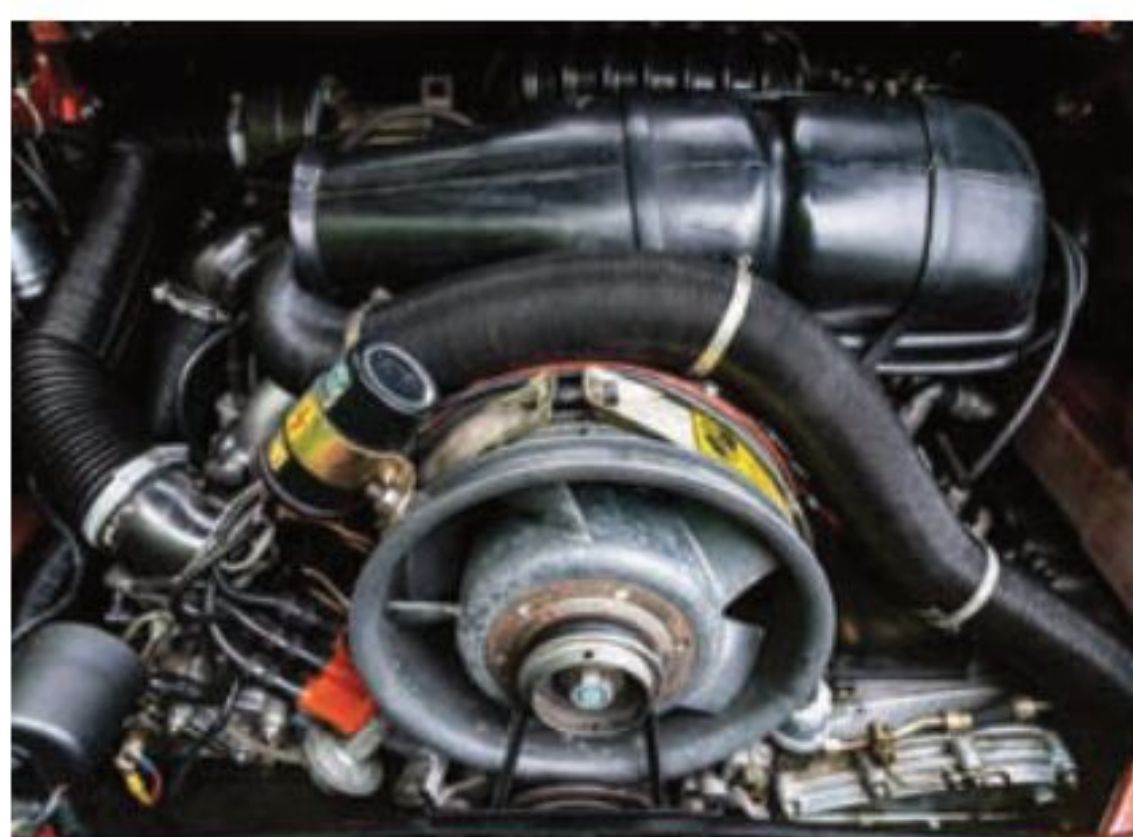
I could have driven this thing all day long. The Type 915 gearbox often gets a bad press (bad ones deserve it), but not this

FLOATING ALONG IN FOURTH AND FIFTH AS THE ROAD OPENS UP THROUGH THE UPRIGHT WINDSCREEN

wooden and unused. And what makes a good, classic air-cooled 911 so satisfying to drive? From the churn of the flat-six



Above MFI interior is resplendent in Pasha chequerboard trim, typical of the era



Above and below Carrera 3.0 was a short-lived step up, but really only worth holding out for if exclusivity is your bag

one. Sure, it won't pay you to rush things, but the transmission is mechanical and methodical in feel and precision.

The steering chatters through the slender wheel rim. You guide with your fingertips, rather than wrestle, unless it's a particularly tight turn, in which case the steering requires a full upper body heave. Excellent visibility, size and a clear view of the front end bobbing around makes placement on the road a doddle. Pedals sprouting from the floor demand that 911 quirk of lifting your foot to operate, bar long throw organ pedal style accelerator. And then, of course, there's the engine and its hard-edged, turbine churn. A 2.7 MFI is always special. It's got soul. The

mechanical injection adds to the living, breathing feel. It's not linear smooth and there's the occasional fluff, hesitation and explosion of gas and air in the exhaust, resulting in the odd pop and bang

Powerful? Plenty powerful enough in a car that weighs chuff all, and elastic and wide in its delivery and powerband. You can work it hard through the gears, or let it work for you, floating along in fourth and fifth as the road opens up through the upright windscreen.

Okay, I've enthused enough about this car. The point is this is peak classic 911, though just not quite as pretty as the Carrera RS 2.7. In terms of G-series, it's almost a case of the best coming first,

but then with prices where they are, it's a rather good thing that we've got three other 200+bhp 911s coming within 95% of the MFI's full 100%, and all for up to £160,000 less at the widest point of value disparity. Let's jump into our next 911.

BRIEF ENCOUNTER

The 2.7 MFI might have carried on the RS 2.7 legacy, but the later Porsche was only ever going to be a stop gap. Unable to sell the model in America because of the emissions issue, Porsche had been working on a replacement. It arrived with the Carrera 3.0 nameplate in readiness for the 1976 model year.

The 200bhp flat-six was essentially a normally aspirated version of the 911 Turbo (930) three-litre boxer, with an increased compression ratio, plus the lighter flywheel and crank from the 2.7 MFI. Crucially, fuelling and ignition was taken care of by a new-fangled Bosch K-Jetronic injection system. The Type 915 gearbox remained and performance was broadly similar to that of the Carrera 2.7. Usefully, while peak torque (188lb-ft) remained the same, it arrived at 4,200rpm, rather than 5,100rpm.

It's another rare 911, as if Porsche was having trouble finding its feet in the mid-1970s. And so, like the 2.7 MFI, the Carrera 3.0 had a production run of just two years. Indeed, just 3,687 examples were built and only 2,564 of those were coupes. Less than forty were in UK right-hand drive spec. This is one of them.

Dressed in 1970s-style Sienna Metallic and trimmed in Cork leatherette with velour pinstripe inlays, this 911 is very much of its time and place. Typically





for a UK car, it's a specification Sport model with wings and sixteen-inch Fuchs wheels. It's a slightly porkier Porsche than the 2.7, weighing in at 1,120kg (thanks to a plusher interior), but that extra heft is easily negated by the additional displacement and torque. Performance figures are therefore pretty much identical to what came before — both cars hit 60mph from rest in 6.3 seconds, the Carrera 3.0 romping on to 145mph.

And to drive? Well it's all relative, but the Carrera 3.0 is a slightly more refined experience than the 2.7. There isn't quite the same raw mechanical edge to the power delivery, nor the need to rev it right out. The extra capacity and the softer Bosch K-Jetronic injection see to that. A more relaxing drive then, but as we've already established, it's all about small degrees and, in isolation, the Carrera 3.0 very much delivers the raw, hardcore classic 911 experience.

On to the 911 SC. Nobody seems entirely sure what those two letters stand for. Super Carrera seems to be the most likely explanation. This was, after all, the immediate successor to the Carrera 3.0, offered from 1978 to 1983 model years

inclusive, during which time nearly 61,000 units were built at Porsche's Stuttgart factory, making the SC a truly prolific 911

IT'S ALL RELATIVE, BUT THE CARRERA 3.0 IS A SLIGHTLY MORE REFINED EXPERIENCE THAN THE 2.7

when compared to its forebear.

The early 180bhp SCs saw a performance dip, conceived to comply

and run on low octane US fuel, but soon, European-spec SCs began to benefit from uprated versions of the three-litre

engine, with 188bhp for the 1980 model year and a definitive 204bhp for 1981. US cars, however, were stuck with 180bhp throughout. The full fat 204bhp gave the SC a top speed of very

nearly 150mph and a dash to 60mph from a standing start in just 6.8 seconds.

At first glance, it's difficult to tell

Above Carrera 3.0 provided the stepping stone between the 2.7 models and the SC, regarded as the first true 'people's 911'





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Steel wheel

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16"- Steel rim

5,5 x 16 ET 15	259,00 €
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Above and below SC was wildly popular (well, in air-cooled Porsche terms) and was produced in relatively large numbers, making it the obvious entry point to ownership of a classic 911

the Carrera 3.0 and the 911 SC apart, but as ever, the devil is in the detail. Mechanically, the SC took the Carrera 3.0/930-derived engine and added a new electronic ignition system, plus improvements to the timing chain tensioners. The SC was also the first normally aspirated 911 to receive servo assisted brakes, plus bigger discs over its predecessor.

Interior-wise, there were subtle improvements in trim, soundproofing and finish, with vinyl, leather and Berber fabric.

There was also the arrival of the infamous Pascha psychedelic trim, popular with 928 owners, but surely the 'Marmite' of all Porsche interior options?!

THIS WAS A 911 YOU COULD EASILY SEE AS A DAILY DRIVER, BUT NOT AT THE EXPENSE OF WHAT MAKES A 911 SPECIAL

Basic non-Sport SCs were distinguished by a lack of front and rear wing, plus fifteen-inch Fuchs or 'Cookie Cutter' wheels, but us speedy Brits

generally specified the well-known Sport pack, with shortened Bilstein dampers, sixteen-inch Fuchs wheels, front and rear wing, plus Sport seats. Our test car

belongs to Porsche dealer, Paul Stephens, and is really rather special, being totally original, non-restored with just 40,000 miles on the clock. Indeed, it has just one other owner listed on its

logbook, which might explain the tasteful Ivory exterior and equally tasteful Berber/brown interior. It's a non-Sport car and looks just perfect sans wings. It's also an antidote to the usual Guards Red, Black or Grand Prix White of the era.

GOOD AS NEW

To drive? Well, this is as close to a timewarp, as-new SC as you're ever going to get. First up, torque is up (197lb-ft at 4,300rpm), which is what you'll notice on the road. This 911 still likes to rev, though 204bhp at 5,900rpm is only 100rpm behind the Carrera 3.0. Inevitably, most cars in their fourth decade tend to feel their age, but not this SC. Ordinarily, we don't hold with such parsimonious usage, but it is fascinating to drive an air-cooled Porsche as original as this. It also serves to further accentuate the further step forward in refinement over the Carrera 3.0. This was a 911 you could easily see as a daily driver, but not at the expense of what makes a 911 special. I reiterate, the SC is still 95% of the 2.7 MFI's 100% reference point.

And so, to the end of the G-series line. Porsche built a staggering 80,000 Carrera 3.2s between 1983 and 1989.





Not bad for a car which was supposed to have been killed off in favour of front-engined models. Cue customer outrage and an internal Porsche power struggle resolved in the 911's favour. Finally, the 911 received a rather more generous horsepower hike: 231bhp at 5,900rpm from its 3.2-litre flat-six, achieved — in part — thanks to the Turbo's crank and longer connecting rods. Torque increased to 209lb-ft at 4,800rpm. The 911 finally broke the 150mph barrier, albeit only just, registering 152mph. The Carrera also went digital, with computerised fuel injection and an ECU which even today can be manipulated to alter fuelling and ignition. A far cry from the 2.7's MFI.

Early Carrera 3.2s retained the Type 915 gearbox, but in 1987, the 911 got the transmission many would say it always deserved: the Getrag G50, a five-speed unit that would go on to serve the 911 through the 964 and 993 ranges. The ultimate G-series 911 is, then, a late G50-equipped Carrera 3.2. Which is handy, because that's what we've got here, finished in era-defining Guards Red, with wings and Turbo-style Fuchs. Just don't call me a banker.

SIZE MATTERS

The G50 may have been a slick shifter, but it was heavier than the 915. The extra weight was in the back of the car, not necessarily where you want it on a 911. Kerb weight increased from 1,160kg to 1,210kg accordingly, all a far cry from

the 2.7's 1,075kg, but that's progress, and at least the Carrera 3.2 was dimensionally the same.

The Carrera 3.2 also received a much

THE EXTRA WEIGHT WAS IN THE BACK OF THE CAR, NOT NECESSARILY WHERE YOU WANT IT ON A 911

plusher interior, with improved ventilation (always an air-cooled 911 issue), better sound insulation and two/three-way electric seats. The deep-bolstered Sport

pew is still one of the best thrones Porsche has ever made. And that's where I'm perched for this final drive. If the Carrera 2.7 MFI, Carrera 3.0 and 911

SC were typically incremental in their development relative to each other, the Carrera 3.2 really does feel like a big leap forward. It's the refinement you notice first. The engine

surges and whooshes, but without the hard-edged mechanical clatter. A heavier flywheel calms the gearbox chatter and yes, the shift is at least twice as quick as

Above and below
The Carrera 3.2 was the last of the G-series Carreras prior to the arrival of the 964 in 1989



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that of the 915 and the clutch action super-light, thanks hydraulic actuation rather than cable. It's a bit of character lost, but it's perverse to say the 915 gearbox is better.

Indeed, everything is better with the Carrera 3.2. That's what progress is about, but the 911 soul is still very much all there: the balance, the swagger, the rear digging in as the front goes light, the tactile steering. All that stuff I got really quite enthused about driving the 2.7 MFI. The Carrera 3.2 still has it, it's just not quite so *in yer face*. Is it 95% to the 2.7's 100%? Pretty much, but you have to dig a bit deeper in order to expose it.

Decision time. If you can afford it, then the Carrera 2.7 MFI is the car to have here. To all intents and purposes, it is a Carrera RS 2.7 Touring in all but name, but it's equally rare and beyond the reach of most, even if it'll save you £500,000 over the cost of purchasing the equivalent RS. Slightly more encouraging is Hagerty's £180,000 for Carrera 2.7 excellence and £144,000 for the good. There is no bad, just 'fair' at £122,000. More numbers? Well, how about this gobstopper: the

market value difference between a concours Carrera 2.7 MFI and a concours 911 SC is £169,000.

For most, the 2.7 is out, which leaves the three other 911s. The Carrera 3.0 is rare meat. If you really wanted one, and a good one at that, then you might have to

EQUALLY RARE AND BEYOND THE REACH OF MOST, EVEN IF IT'LL SAVE YOU £500,000 OVER THE COST OF PURCHASING THE EQUIVALENT RS

hold out or even compromise. And rarity equals pricey.

The market reckons on £106,000 for a concours example and a more palatable £86,000 for an excellent one. Budget £55,000 for merely good condition. Worth it? Only if rarity is your thing, because the driving experience offers nothing over the others in this quartet, which means for most of us, it comes down to a 911 SC versus Carrera 3.2 shootout, which is handy because both models are plentiful on the market, both are easily separated in terms of character and driving experience, and prices are at near parity.

For a (relatively) raw, lighter, revvier 911 experience, then go for the SC. It's

been the starter classic, air-cooled 911 of choice forever, and for good reason. Hagerty reckons on £64,700 for a concours car, £42,940 for an example deemed excellent and £34,300 for the merely good.

For the 911 Carrera 3.2, meanwhile, the numbers go like this: £68,590, £47,600, £36,960. In other words, not enough to make separating the SC and 3.2 a financial decision. Spending a little extra, however, gets you the ultimate development of the original 911, albeit one which perhaps doesn't wear it heart on its sleeve quite like the other three. Me? Even in a fantasy world, I can't rationalise the price disparity of the Carrera 2.7 MFI, which for most enthusiasts makes it almost too valuable to actually drive. This seems to be the fate of so many classic cars these days. Similarly, to my mind, the Carrera 3.0 doesn't make sense.

Thank goodness, then, Porsche built the SC and Carrera 3.2 in sufficient numbers as to make them abundant and reasonably affordable. I'm down with the *people's Porsches* and I'll take the Carrera 3.2, thanks very much. ●

Above Did Porsche save the best for last? As far as G-series 911s are concerned, it certainly seems so

Elevated Performance



David Donohue on his way to Glen Cove for an overall Time Attack 1 victory at the 100th running of Pikes Peak International Hill Climb. David posted a 10:35.83 in the Brumos Racing / BBI EVO 991.2 GT2RS Clubsport running an IPD Plenum.

Photo Credit: Larry Chen Photography



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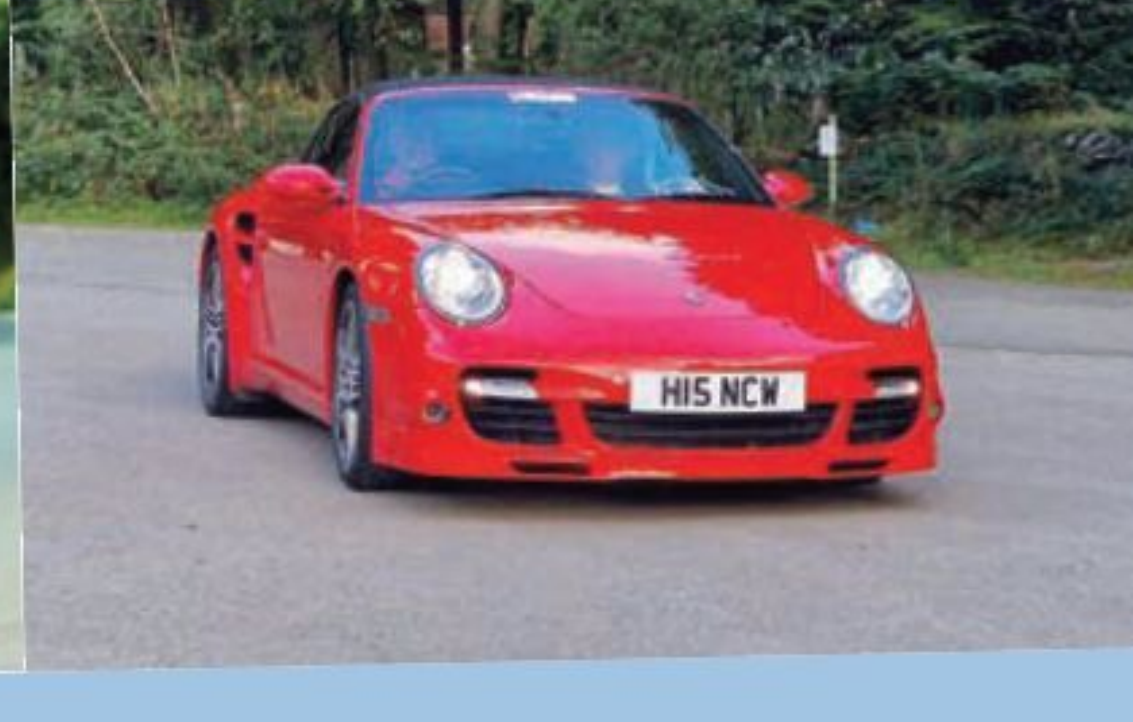
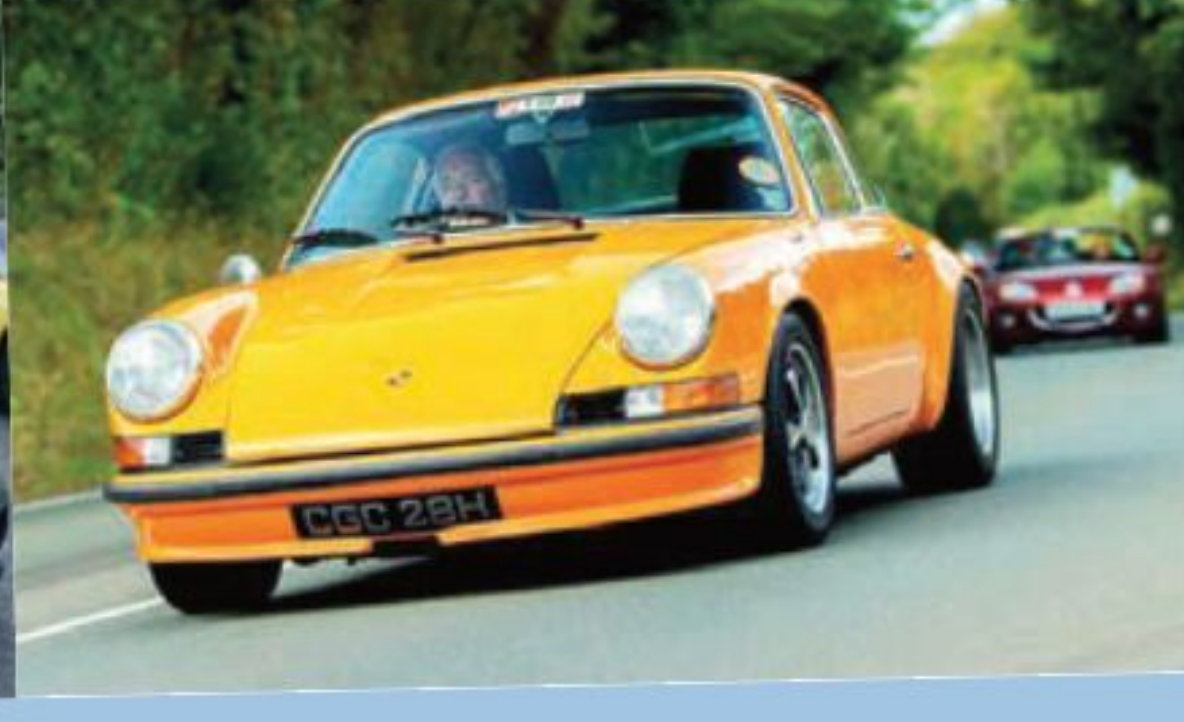
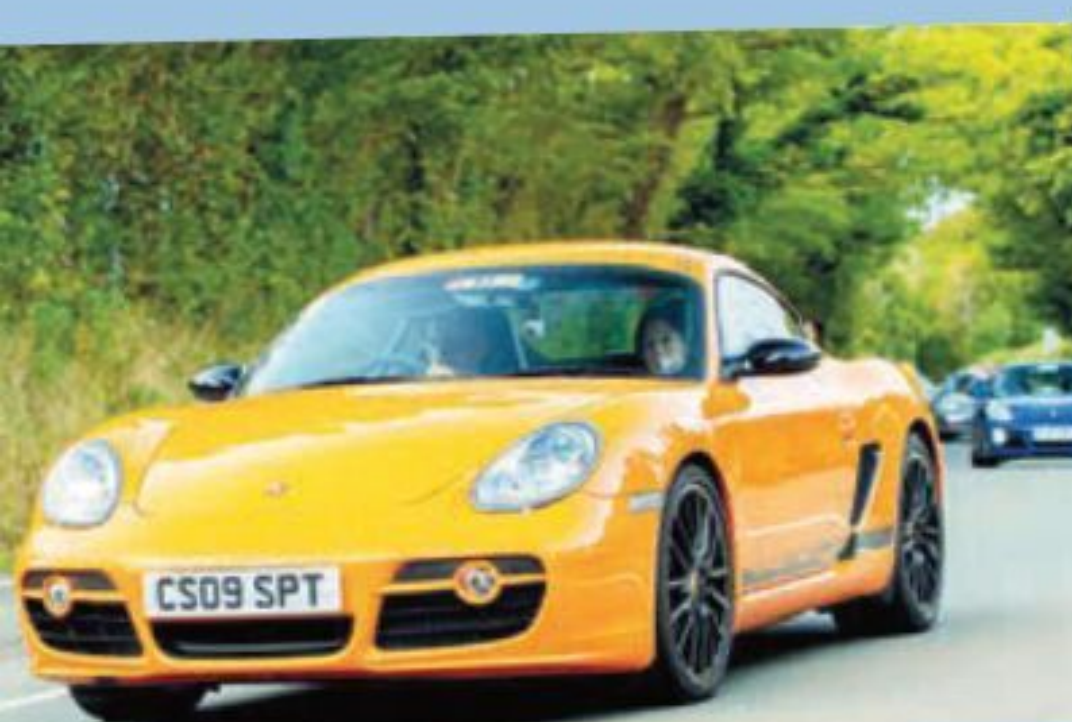
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2023's BEST BUYS

GO YOUR OWN WAY

Fancy a GT4 RS without the eye-watering price tag? Porsche specialist, Parr, has developed the GT4 RX, a 991 X51-powered 981 offering 450bhp as its starting point. We head to Brands Hatch and try this custom Cayman for ourselves...

Words **Steve Bennett** Photography **Dan Pullen**

With this edition of *911 & Porsche World* being themed around 2023's best buys, what do you do if the Porsche you want to acquire just isn't available to you? Come again? Surely, Porsches are built in sufficient enough numbers for this not to be an issue? Well, yes, in high-end sports car terms, this is the pretty much the case, but there are GT models everyone gets excited about, but only the few can actually buy. Not because these cars are necessarily prohibitively expensive, but because they are rationed. To get one, you really

have to be in your local Porsche Centre's very good books. Perhaps take the Sales Director on holiday? Something like that.

What are we suggesting?! We jest, obviously, but there's no disputing there are hoops to jump through, criteria to be met, rolled up trouser legs, funny handshakes and so on. Seriously, though, what do you do if, for example, you want a 718 Cayman GT4 RS and the computer says no? Well, you could ask West Sussex-based Porsche specialist, Parr, to build one for you. This is precisely what a Parr customer did after experiencing time behind the wheel of the company's own Cayman track car and after being

given the brush-off by his local Porsche Centre when enquiring about the purchase of a GT4 RS. The result is the Cayman GT4 RX, in all its eye-popping, Shark Blue-wrapped glory.

It's a head-turner all right, the kind of car making you feel like some sort of celebrity on four wheels, but rest assured the GT4 RX is rather more than a cosmetic exercise — there's plenty of *go* to match the *show*. GT4 RS-style *go*? You'd better believe it.

Of course, the eagle-eyed among you will have spotted the GT4 RX is based on the 718's predecessor, the 981-generation Cayman, which is a sound 'best buy' move, not least because





Porsche built plenty of non-GT4 981s. Availability and prices are very much aligned and nobody is precious about modifying these cars. As a blank canvas, the 981 is an excellent platform to play with. And what of this one? It began life as an early 981 Cayman S. In fine fettle at the beginning of the GT4 RX project, the car cost its owner £22k. As a starting point, that's not exactly breaking the bank, especially when you consider the cost of acquiring a 718 GT4 RS hovers around the £110k mark.

What's amidsthips, though? Gone is the standard 320bhp, 3.4-litre atmo flat-six. In its place is a 3.8-litre, first-generation 991 X51 powerplant, delivering close to 450bhp. Granted, that's a little short of the GT4 RS's 493bhp, but it is a useful seventy horses up on the 3.8-litre 981 Cayman GT4. Besides, try getting hold of the current GT4 RS motor for sensible money. Or any money. Liberated from a front-end smashed first-generation 991 GTS, the low-mileage lump used in the GT4 RX build was a snip at ten grand. Come again? Yep, just £10k, which kind of puts the cost of an average M96 rebuild into perspective.

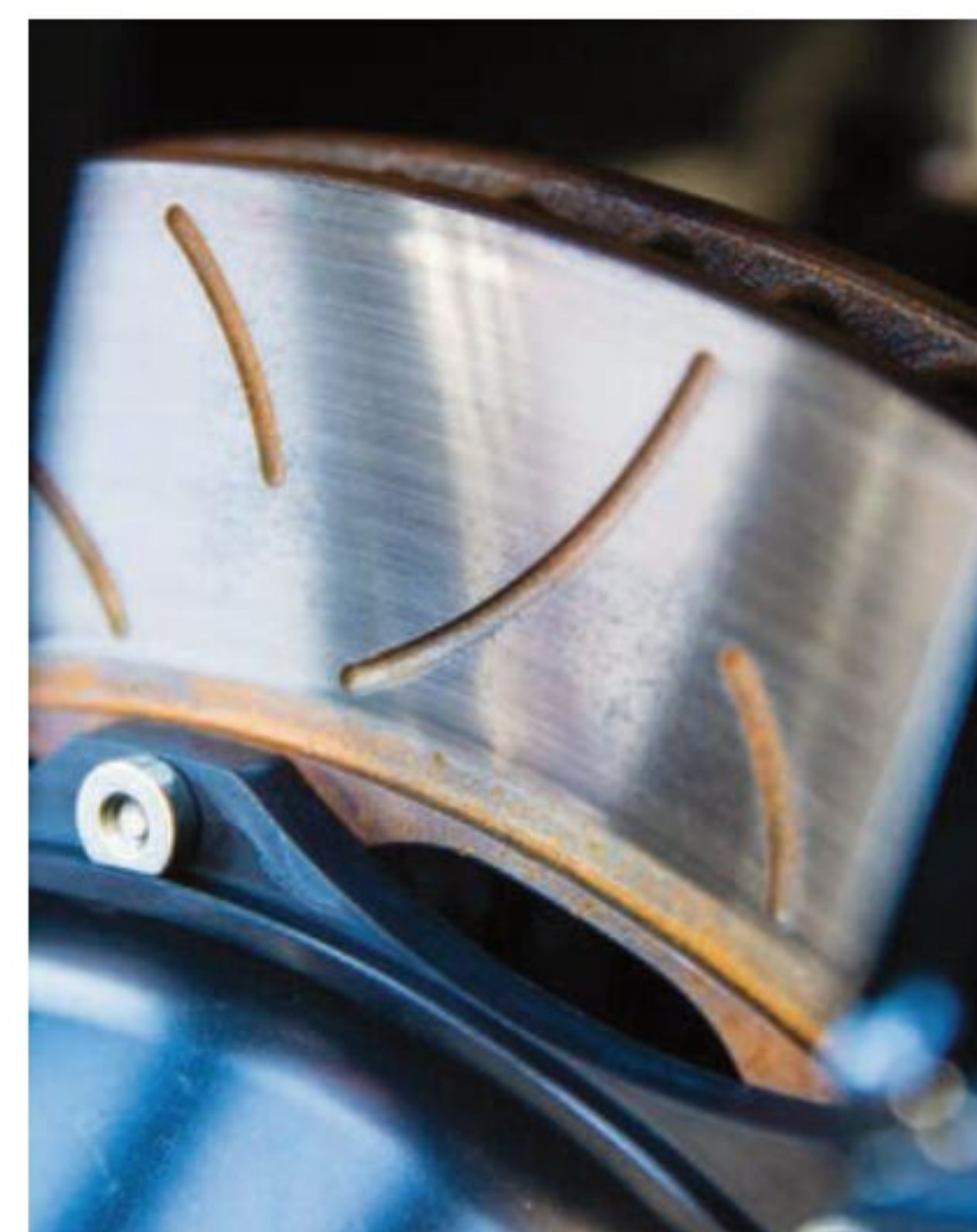
The numbers are adding up — so far, donor car and mega-power unit have amounted to a smidge over £30k. Was it difficult to fit the 3.8-litre 911 engine into a 981 originally powered by a 3.4-litre boxer? Not really. These engines are, after all, physically and dimensionally the same size. Increased capacity comes from different bore and stroke ratios. According to Parr project engineer, Peter Garman,

there are some detail issues, such as positioning of the oil filter housing, which required re-working (if only to make it accessible), but given the modular nature of Porsche powertrains, all the bracketry and mounting is already in situ, meaning any Cayman-specific parts and ancillaries will fit straight onto the 911 engine. Easy peasy, huh? Not quite. The project wasn't without its challenges, but they were rarely mechanical.

The 991 flat-six bolts straight onto the Cayman 981's standard seven-speed PDK

gearbox, which is what we have here. Is the semi-automatic transmission up to the job? It certainly is — all PDK boxes are essentially the same across each generation of Porsche model line-up, which makes PDK attached to non-GT Caymans, Boxsters and 911s very understressed indeed. Sure, a manual gearbox would be nice, and we have no doubt someone else configuring this build may well have demanded one. Having said that, with PDK, you get shorter gear ratios, unlike the crazy-long manual ratios,

Above and below
A plethora of carbon-fibre features on the GT4 RX, from the TechArt bonnet to the custom tailpipes



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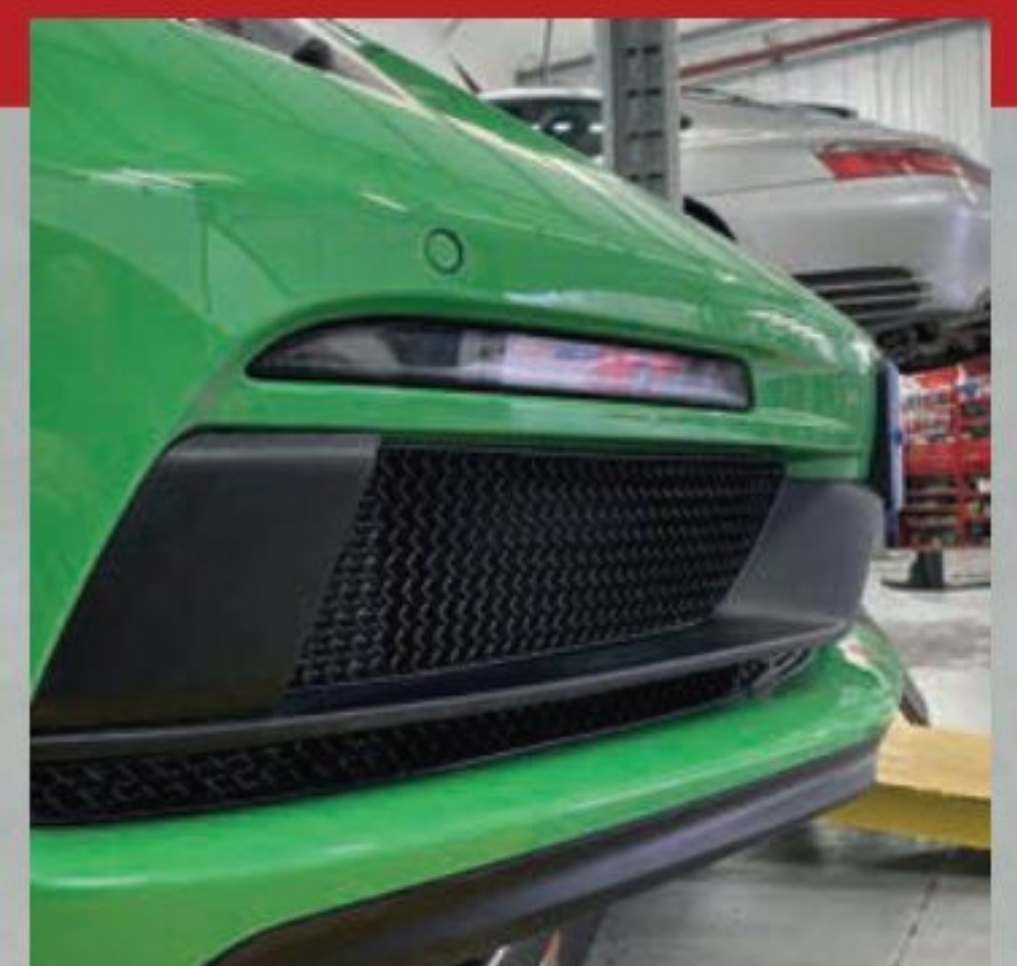


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which do blunt the performance of an engine that likes to rev. Unsurprisingly, this build also features a limited-slip differential. It's a plate-style unit from German motorsport transmission specialist, Drexler.

A manual gearbox would be easier from a build perspective. Peter tells us many of the issues he and his team encountered related to getting the engine and PDK to communicate with one another via the standard 981 ECU, which had to be updated using US-sourced COBB Tuning Accessport software. As the *port* bit in Accessport suggests, this is managed via the Cayman's OBD2 port, which allows a COBB map to be loaded to the factory ECU.

LESSONS LEARNED

Other electronic issues? The car's electronic brain was under the impression it was controlling fuelling, ignition and other parameters for the standard 3.4-litre engine. Other 'parameters' also included managing the resonance flap in the induction system/manifold. The 981 Cayman's standard engine has one of these, whereas the 991 X51 engine has three (for extra breathing and therefore more power). The ECU needs to know this. Cue more electronic instruction via the COBB software, as well as a certain amount of development trial and error. Job done, the work is now easy for Parr to replicate on future GT4 RX-inspired builds.

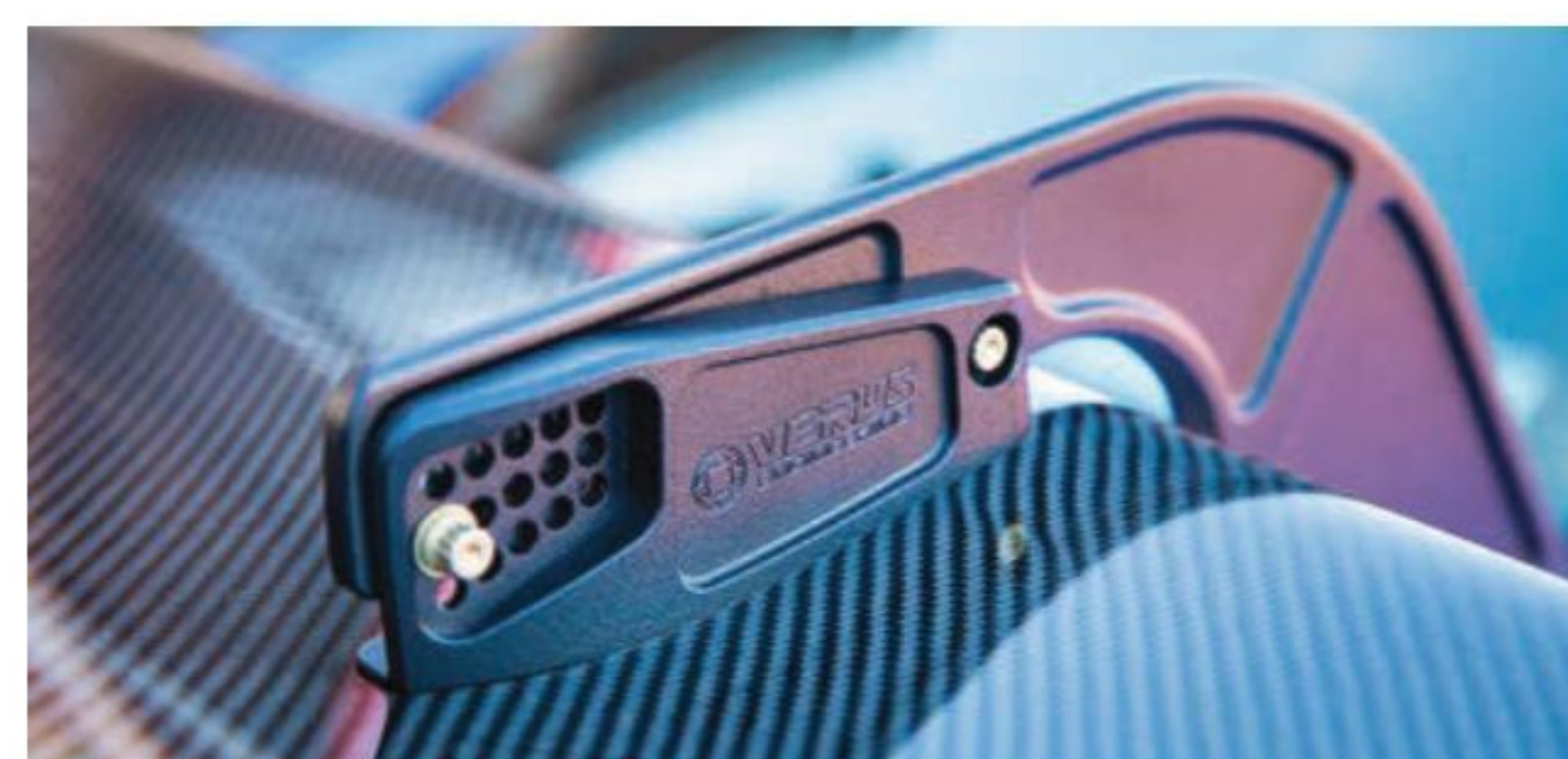
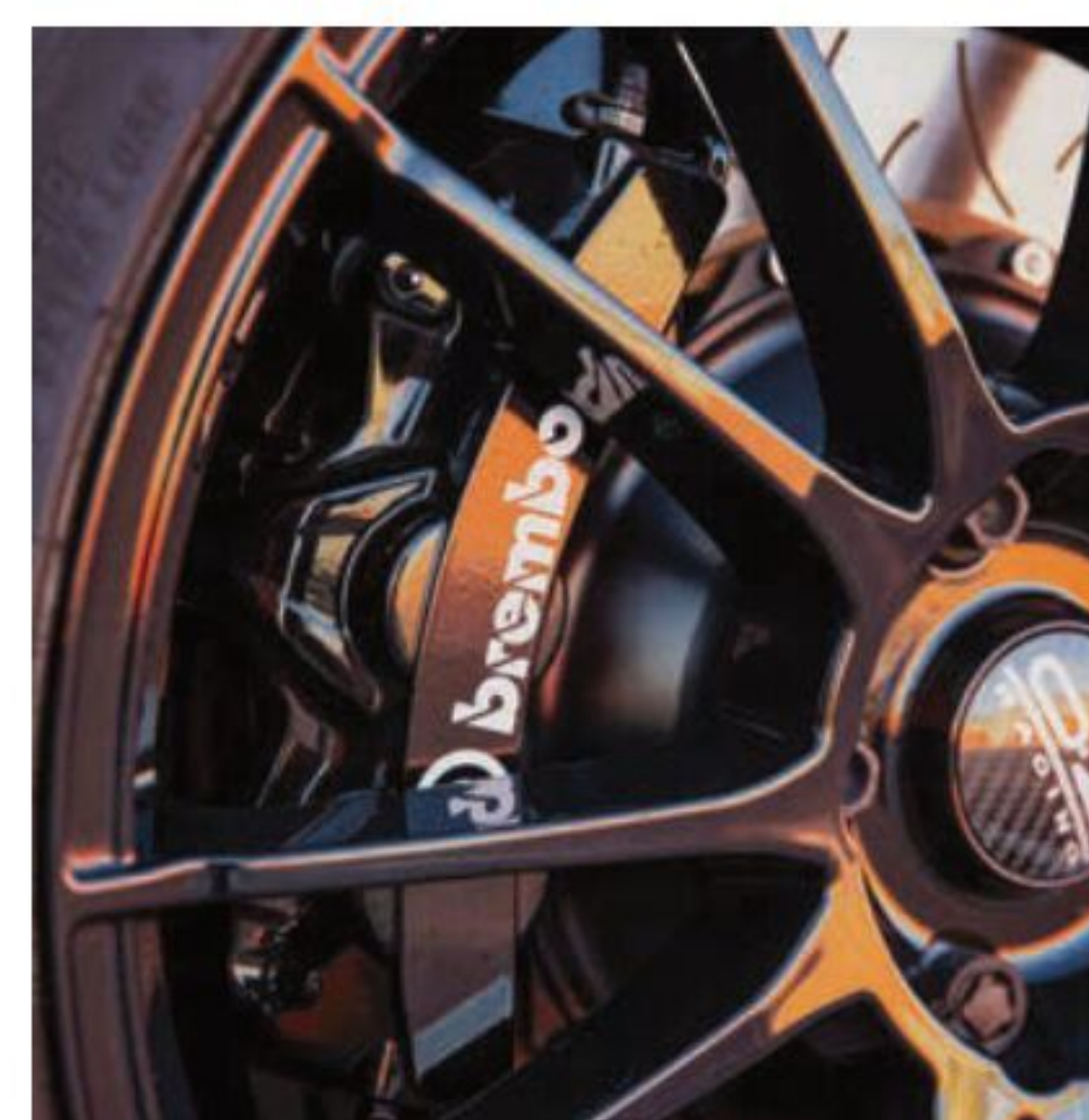
Talking of breathing — heavy breathing, at that — you can't fail to miss the Porsche Motorsport GT4 Clubsport

intake system replacing the rear windows and feeding straight into flexible tubing, blasting power-enhancing oxygen straight into the airbox. Surprisingly, the system is said to be good for only an extra five-or-so horsepower. Whatever, the it looks the business. We'll come to the sound shortly.

Finishing the engine off are Cargraphic exhaust headers with 200-cell catalytic converters, which exhale gases via the standard Porsche Sports Exhaust (PSE), albeit dressed with a carbon tailpipe set, which very much looks the part. As far as the components you can't see are concerned, the suspension set-up

is, of course, much developed, although it retains elements of the standard Porsche Active Suspension Management (PASM)'s switchable Sport and Sport Plus modes, now transmitting to a Bilstein B16 DampTronic coilover system via a DSC Sport plug-and-play controller, which replaces the standard PASM controller. Whereas PASM offers only fixed adaptive control, the DSC box allows for almost infinite custom suspension maps, giving users the ability to tune by g-force, brake pressure, acceleration, speed and steering, whilst controlling effective damping range via shock calibration.

Above and below
The popular Dundon Motorsports parts catalogue was raided for carbon wings, floor, side vents, skirts and rear roll cage





Above Recaro Sportster CS seats are a fantastic choice

Below Genuine Porsche Motorsport intake system is fed from ducts where the rear quarter windows used to reside



This sounds like a lot to get one's head around, but if you're so inclined, then you'll be in suspension tweak nirvana. Or quite bamboozled. One or the other! We'll come to its effectiveness in good time. Completing the chassis development side of things are Eibach adjustable coffin arms, Tarett Engineering toe arms and GT3-spec H&R anti-roll bars.

On to the brakes. Parr is a dealer for Performance Friction. Naturally, the brand's brake discs and pads are featured,

with clamping duty taken care of by Brembo six- and four-pot calipers, front and rear respectively. These are partially obscured by twenty-inch OZ Ultraleggera

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lightweight wheels clothed with sticky Michelin Pilot Sport 4 tyres.

And so, to the aero inspired bodywork and the *show to the go*. The front and

rear aprons, plus side scoops, are factory Cayman GT4 components, while the rear hatch is a lightweight, aluminium Porsche Motorsport addition. The

carbon-fibre bonnet, complete with RS-inspired vents, is from Techart, the world-renowned designer and manufacturer of aero upgrades for Porsches. The dramatic rear wing

(featuring GT4 RS-aping swan neck supports), front flat floor and splitter, carbon front wings (with integrated GT3 RS vents), plus the carbon side skirts, are all from GT Porsche tuning outfit, Dundon Motorsports. It should be noted, the parts are of exceptionally high quality.

Step inside and things are reasonably basic. There's no extended leather or other trinketry to spoil the track-oriented look and feel. Of course, the standard seats are gone, replaced by rather lovely Recaro Sportster CS perches. A Dundon Motorsport rear half cage acts as an anchor for the Sabelt four-point harnesses, while an Alcantara-trimmed tiller offers tactile guidance for the front wheels. This looks a like a good place to be firmly strapped into. Let's find out.

You won't have failed to notice we're at Brands Hatch. We're not at just any track day, but an exclusive Porsche-only day hosted by Parr in partnership with Porsche Club Motorsport. There's a sensible number of cars in attendance, some very handy drivers and then, er, us. That is to say 'me.' It's been a little while since I've been on a track and I'm feeling





the weight of responsibility which comes with trying to do justice to what is clearly going to prove itself an accomplished car. Oh, yes, and everyone is watching, which always helps.

The early damp has dried and the track is in fine fettle on this unseasonably warm early November day. We've got our photos in the bag, so no excuses. An initial few laps to get acclimatised is slightly mistimed because the lunch break arrives shortly after. Actually, this is no bad thing — it allows for a little head space.

NO MESSING

Trundling around the track is not an option. Indeed, like many modern Porsches (or supercars in general), the GT4 RS doesn't really respond to dainty inputs or light braking. The chassis needs animating to start working properly. The whole car effectively needs to be 'fired-up' to really come alive. And when it does? Goodness, Peter and his team at Parr have built a weapon. The Brands Hatch Indy circuit is almost too small for really exploring full throttle potential, but there's plenty of opportunity for loading the chassis and really getting the nose planted into corners on the brakes.

With the dampers on the stiffer Sport setting and the throttle and PDK map equally Sport fixed (I decline the savagery

THE SHEER SATISFACTION THAT COMES FROM GOING YOUR OWN WAY AND BEATING THE SYSTEM

of Sports Plus), I'm happy for the most part to let the Cayman self-shift, allowing me to concentrate on getting the best

out of the chassis and really working the track. Loading up through Clark Curve at the top of the circuit and then opening

out on to the Brabham Straight, the noise from the side intakes and the gargling air box is really quite musical. It's a very short dash, but the speedo registers nearly 120mph,

and then it's hard on the brakes to the downturn in for the ever epic Paddock Hill Bend. I could probably have braked later,

Above and below Parr has delivered an absolute stonker of a Cayman and is ready to pick up where it left off by building more along similar lines




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and it's clear that there's some aero at work, but I have to remind myself the GT4 RX isn't my car and the gravel trap doesn't look very enticing.

Bottoming out at the foot of Hailwoods, there's a genuine g-force moment. Druids is all about patience and getting the nose turned in for the dash downhill to the deceptively tight Graham Hill Bend onto the Cooper Straight. Surtees is as fast as you dare, bouncing off the curbs and straight-lining, before the turn into McLaren, running out to the edge of Clark Curve and starting all over again. I could have stayed out all afternoon, but when the on-board computer told me I had only five miles of fuel left, and with the sun starting to drop, it was clearly time to stop having way too much fun.

PERSONAL MISSION

The GT4 RX is an epic build, then, and one man's riposte to Porsche's limited edition GT shenanigans. Or should that be one man's 'up yours' to Porsche?! That's overstating things — there was no malice or bitterness serving as the catalyst for this build, just the sheer satisfaction that comes from going your own way and beating the system.

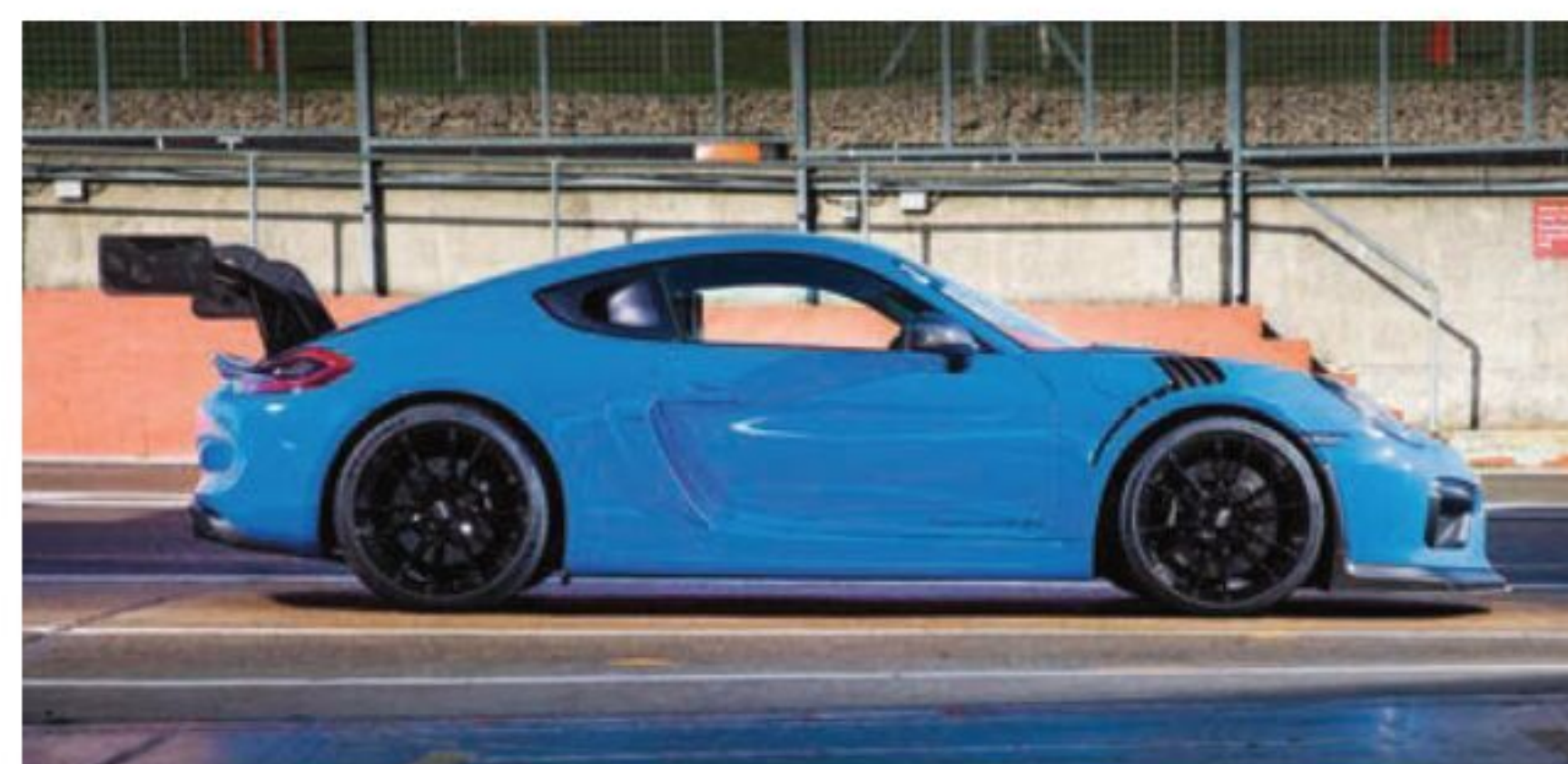
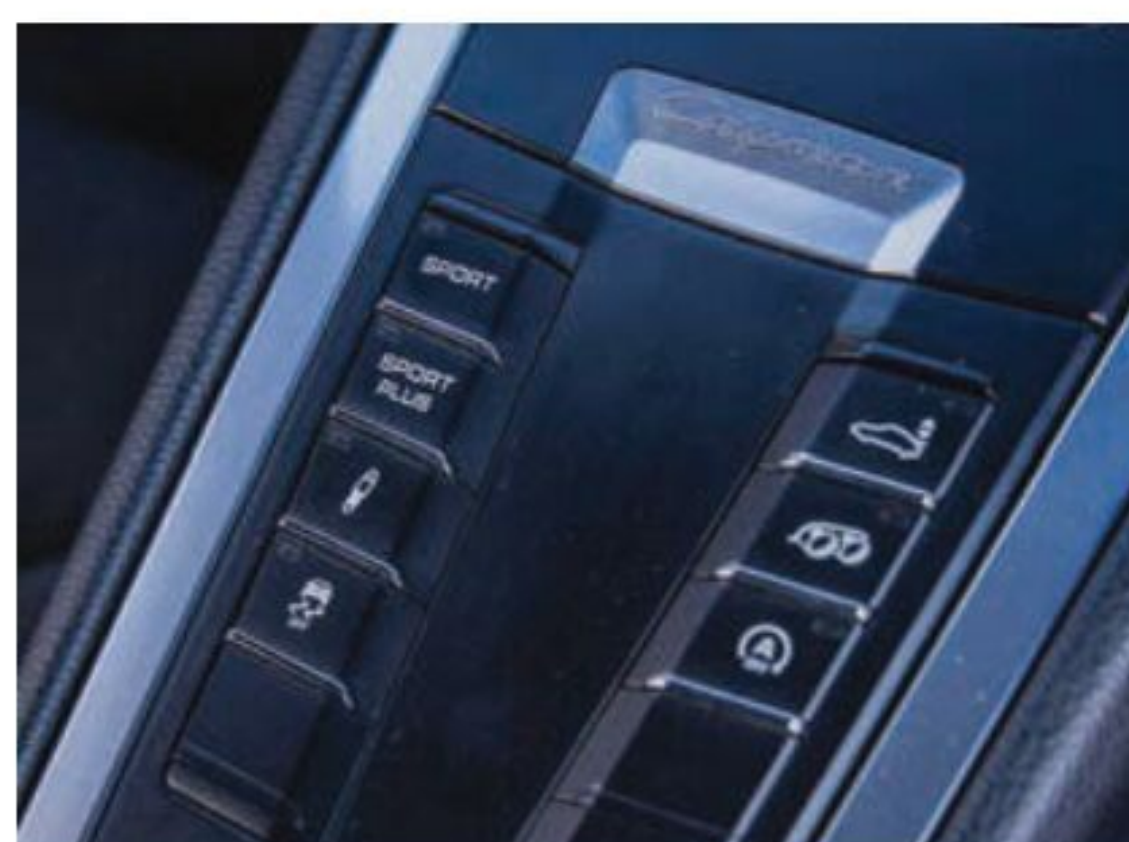
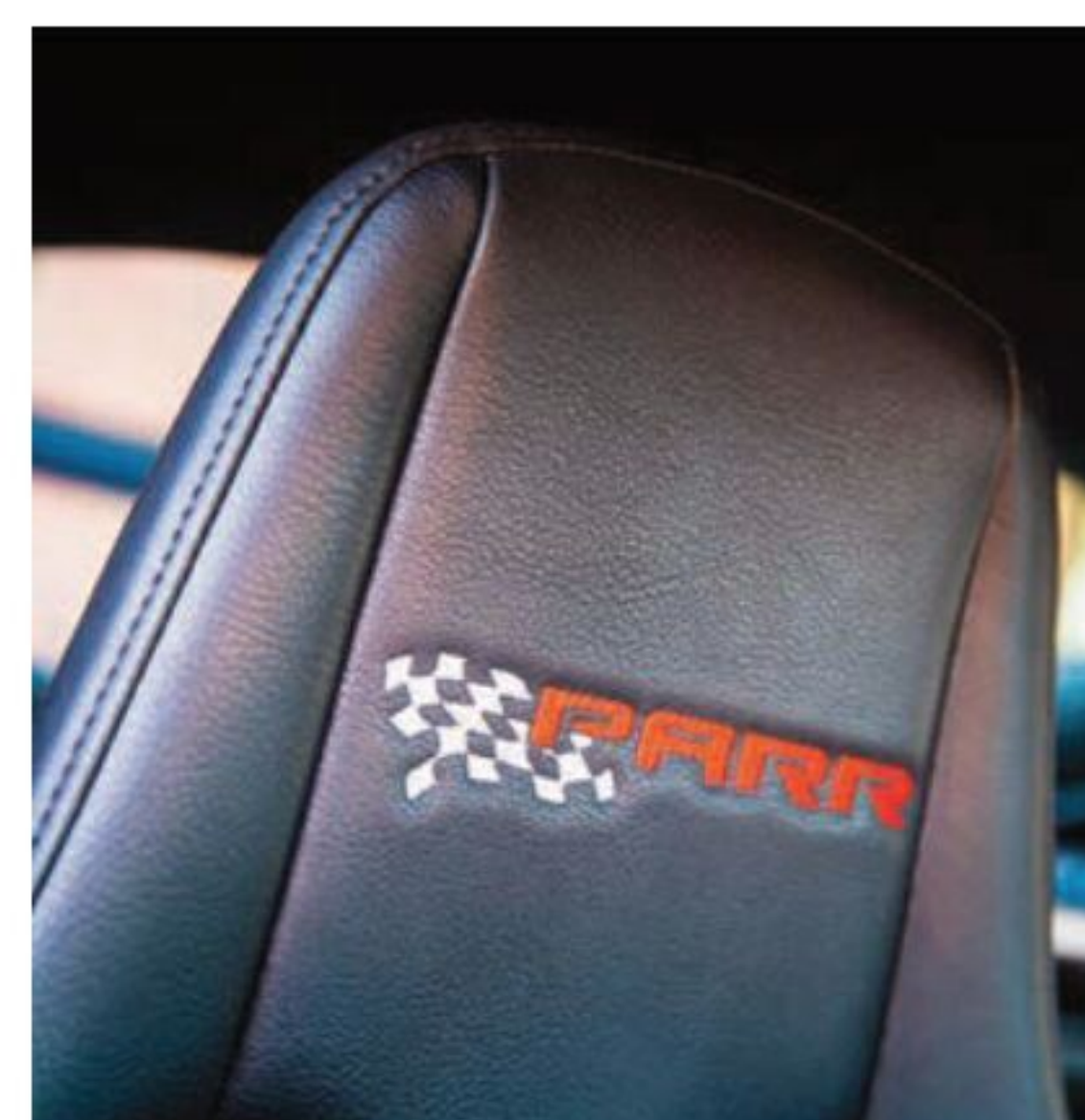
And, yes, we stopped counting the cost of this build. In truth, this is because it's always very difficult to quantify and cost the development work that goes into

the first of anything. Subsequent builds will benefit, just as subsequent builds are bound to be different. What is clear, however, even from a bit of back-of-a-fag-pocket calculation, is that even an ultra-Cayman build like this is going to be way more cost effective than buying a 981 GT4 and well and truly in the financial shadow of a 718 GT4 RS.

Best buy of 2023? The GT4 RX's owner

certainly thinks so. He has good reason to. After all, this has unquestionably been an excellent project, saved him cash over the purchase of a GT4 RS and is a credit to all involved. If you fancy something similar in 2023, but you're not on Porsche's A-list, Parr is ready and waiting to take knowledge gained with the GT4 RX and invest it in a bespoke build just for you. Well, what are you waiting for?! ●

Above First-gen 991 GTS provided the GT4 RX's 3.8-litre X51 powerplant, developing in the region of 450bhp on a stock engine map, with further gains to be had, if desired





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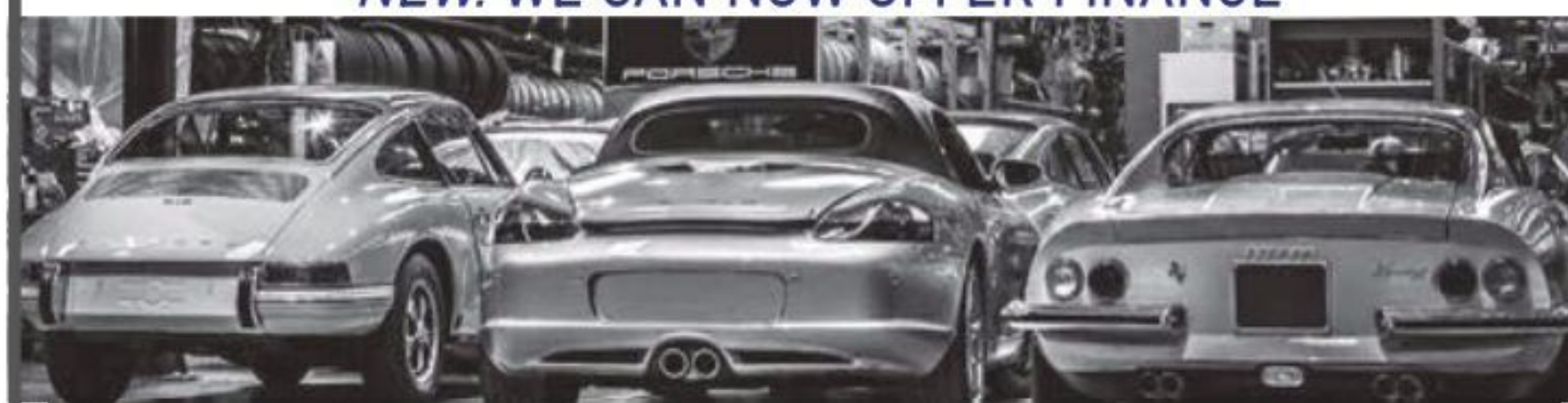


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REGENERATION GAME

The coming together of technicians from Porsche Cars GB's network of Classic Partner Centres saw this early 911 wow fans of historic motorsport before the car underwent further transformation in readiness for a return to racing...

Words Dan Furr Photography Chris Wallbank



Back in 2018, Porsche was flooding social media with pictures and stories celebrating the seventieth anniversary of its time as a sportscar manufacturer. To mark this milestone in the company's history, Porsche Cars GB commissioned the restoration of no fewer than twenty legacy models, including a 914, a G-series 911, a 964 and a 993. Each car was finished in the same Liquid Metal paint covering the 918 Spyder PHEV, while mechanical and interior restoration — the latter incorporating a commemorative plaque — preceded the appearance of the finished four-wheelers at the annual Lancaster Insurance Classic Motor Show, held at the National Exhibition Centre in Birmingham every November.

Through its Porsche Classic Partner Centres, Porsche Cars GB has restored a number of historically significant Stuttgart-crested cars. For example, at the back end of

2015, in a bid to highlight the existence of the rich pool of talented Porsche Centre technicians well-versed in the field of maintaining Zuffenhausen's classic speed machines, Porsche Cars GB Owner Services Manager, Jonathan Mannell, arranged for 924 GTP chassis 002 — a participant in the 1980 24 Hours of Le Mans and the only factory race car ever to compete wearing the Union Jack — to be liberated from the Porsche Museum and passed through each of the UK's Classic Partner Centres for restoration. Under the direction of Andy Wexham (previously a Porsche Classic Technician, now head of independent specialist, RSR Developments), the team at Porsche Centre Leeds took care of stripping and inspecting the car, as well as sorting its electrics, in readiness for its new lease of life. Porsche Centre Glasgow recommissioned the suspension, brakes and wheels. Meanwhile, Porsche Centre Swindon was tasked with the mammoth job of rebuilding the car's engine. Last, but by no means least, Simon Coath, Porsche Centre Hatfield's resident Classic Technician, worked with his colleagues at the Hertfordshire site to refurbish the car's reinforced five-speed transmission.

FAMILIAR RING

After the build was complete, the car was presented to an excited gathering of motoring hacks at Porsche Experience Centre Silverstone, with one of GTP 002's original drivers, the late Tony Dron, entertaining the crowd by way of demonstration laps. Soon after, Derek Bell drove the wide-quartered 924 around the Green Hell as part of a Porsche-organised coming together of standout survivors from the manufacturer's transaxle product range. Indeed, Porsche Cars GB's restoration of GTP 002 proved so successful, an early 928 was soon being prepared for similar treatment. Driven by former works driver and 1970 24 Hours of Le Mans winner, Richard Attwood, the V8-powered 'land shark' was configured for entry into the Historic Sports Car Club (HSCC)'s 2017 '70s Roadsport Championship, a move designed to draw attention to the 928's fortieth anniversary. This time, the role of each Classic Partner Centre was to serve as trackside support whenever a round of the championship arrived at a local circuit. For many of the technicians involved, it was the first time they'd participated in the preparation of a competition car for practice, qualifying and racing — a huge challenge, but another example of how Porsche is keen to bring its Classic Partner Centres ever closer to the manufacturer's retro rides, both in road and race trim, thereby adding to a knowledge base directly benefiting owners taking their air-cooled or transaxle models to Glasgow, Swindon, Hatfield, Leeds, or newly appointed Classic Partner Centre, Bournemouth, for maintenance, servicing, repair or restoration work.

The success of both the 924 and 928 projects relied heavily on the input of father and son Porscheophiles, John and Tom Bradshaw, the pair behind Manchester-based race car preparation and premium marque bodywork specialist, Road and Race Restorations, one of only a handful of officially recommended independent Porsche repair shops. The company took care of all GTP





002's bodywork needs, which was no mean feat due to significant damage inflicted on the car's front clam, a condition requiring the part to be created afresh with nothing other than period photographs available as a point of reference. Additionally, John prepared the 928 for Attwood's star turn behind the wheel after personally sourcing the 4.5-litre V8-powered Porsche.

"The 928 project worked well as a way of raising awareness about the existence of the Porsche Classic Parts service and the expertise of Classic Partner Centre technicians at Glasgow, Hatfield, Swindon and Leeds," reflects John. "What became apparent, however, is that changing personnel between each round of racing meant there wasn't ever anyone with intimate knowledge of the car on hand come race day. Time spent with a motorsport machine across a season, or at the very least, multiple successive rounds of a championship, gives you detailed knowledge of how the car should be configured for varying weather and driving conditions. With this in mind, when Jonathan Mannell approached me with details of Porsche Cars GB's next motorsport-themed restoration project, I knew we needed to pull together a permanent support team to look after the car across an entire season of racing."

The Porsche being pitched by Jonathan was a short-

wheelbase two-litre 911 manufactured in 1965. His request was for Road and Race Restorations to prepare it for an attack of the track in time for Porsche's seventieth anniversary celebrations. "The car had been purchased by Porsche Cars GB many years beforehand, but unrelenting engine problems meant keeping it in good operating condition had been a prohibitively expensive exercise," recalls John. "With Porsche's anniversary on the horizon, not to mention the fact one of the 911's previous owners had part-prepared the car for circuit use, a decision was made to hand it to Tom and I with an instruction for our team to strip and rebuild the car for a motorsport campaign intended to tie in with the manufacturer's full year of high-profile PR activities."

GAME FOR TWO

"The Peter Auto 2.0L Cup was introduced in 2018 for early short-chassis 911s prepared in accordance with pre-1966 FIA regulations," John continues. "The Le Mans Classic also offered an attractive forum for the car to strut its stuff." As tempting as these outings were, there was a huge amount of work to be done before any of the star drivers drafted in to put the diminutive Porsche through its paces could hop into the hot seat. "We stripped the shell bare and were delighted to find

Above Stunning Salzburg livery was applied in recognition of the fiftieth anniversary of Porsche's first overall win at Le Mans



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a chassis in excellent condition, a characteristic partly resulting from the car spending much of its life on the sunny side of Italy. Even so, we had to repair the roof, rear quarters and sills where knocks had been picked up over the years. In fairness, these were minor complaints, but they needed to be addressed before a respray."

The poorly engine was stripped and rebuilt in accordance with FIA Appendix K historic race regulations, essentially a rulebook stating competing cars need to be built to authentic original specification to ensure a level playing field. This meant the 911 in John's custody needed to make use of stock-spec ignition, its original Solex carburettors ("a pain to work with compared to the Weber carbs Porsche fitted to later 911s") and its small-valve head. New barrels, pistons and a new crankshaft were required, but the acquisition and use of replacement items sourced through Porsche Classic's genuine parts catalogue highlighted how accessible genuine components for Porsche's legacy models is today, a statement which was largely the point of the project.

In addition to the engine, the transmission was rebuilt. Appendix K allows the use of any gear sets originally manufactured for the host vehicle. This flexibility afforded John the opportunity to pick from twenty different 901 ratios, enabling gearboxes to be built to varying specification to suit whichever circuit the car happened to be tackling. Finding available ratios was the first challenge, followed by a process of trial and error on the track. "Anyone with experience of a 901 gearbox

will tell you it's a tricky unit to operate quickly," he warns. "Miss a gear, over-rev the engine and you'll break a rocker valve. Follow this pattern of behaviour too many times and you'll do serious damage to the bottom end. We were thankful to welcome a variety of experienced drivers when the car hit the track, but while we did our best to improve oil flow, a lack of mechanical sympathy during shifting caused major problems, resulting in necessary removal of the engine after we landed for a round of racing at Spa." Fortunately, drivers and gearboxes didn't miss a beat after the repaired engine

was returned to its natural habitat, enabling hassle-free maintenance every time the car was put to work thereafter.

The interior of the punchy 911 was painted matte black (to eliminate the risk

of distracting sun glare), while the tired front seats and belts were replaced with a single Sparco bucket and a Schroth harness. A roll cage was installed, but it was rear seats and carpets which hinted at how close the race car's specification is to the standard roadgoing short-wheelbase two-litre 911. "Even the suspension is more or less what you'd find fitted to the street car," stresses John. "That said, Appendix K allows for alteration to ride height and other suspension settings. While owners of competing cars in the Peter Auto series opted for a thirty millimetre drop, we stuck with fifteen millimetres in a bid to avoid introducing compromised handling."

Brake calipers, suspension bushes, fuel equipment, wiring, dashboard instrumentation and host of other parts were renewed in readiness for the car's

Above Despite the obvious race car vibe, this 1965 911 remains surprisingly faithful to its original specification

I WAS BOWLED OVER TO DISCOVER I WAS LOOKING AT THE VERY SAME TWO-LITRE CAR I'D SEEN IN 2018



Above The Road and Race Restorations workshop is home to many exciting air-cooled Porsche projects

Below Neil Bold worked wonders with the donor two-litre flat-six, extracting close to 200bhp from the unit by way of sensible modification within Appendix K regulations

participation in the 2.0L Cup, the HSCC's Oulton Park Gold Cup, the same organisation's Guards Trophy and the Silverstone Classic. The car also made appearances at Gentlemen Drivers events held across the UK, an important factor in promoting the project as a Porsche Cars GB initiative. Nevertheless, an invitation to compete in the Nürburgring Oldtimer Grand Prix was not to be dismissed. "The 911 held its own all season, helped by having Derek Bell, Richard Attwood, Anthony Reid and Tom at the controls," says a suitably proud John, acknowledging Bradshaw the Younger's experience competing in Carrera Cup GB. "Despite observing homologation requirements demanding a minimum weight of 1,002kg, the car took the fight to vehicles weighing as much as a damp bus ticket! It was a fantastic display of performance highlighting how impressive a 911 of any age is when carrying more or less standard trim at a track."

In accordance with his wishes, the nucleus of the team travelling with the car was a fixed group of skilled technicians working across all four Classic Partner Centres – continuity was key to success. "Every one of the guys who worked on this 911 knew it inside out, primarily because they were part of the project across an entire season of racing," beams John. He also highlights Porsche Cars GB's desire to involve its air-cooled classic in community projects, efforts which saw the car's livery – then cream with green accents – designed by

the winner of a competition exclusively open to school children. "It was amazing for the winning student to see their drawing come to life in the form of this special 911," he smiles, remembering the car drawing crowds when it was displayed at the NEC Classic Motor Show in 2018.

UP CLOSE AND PERSONAL

That, I thought, was the end of that. Project finished, mission accomplished, anniversary celebrations done and dusted. On to the next restoration? Kind of. When quizzing Porsche Cars GB's Aftersales Business Development Manager, James Toye, about the eye-popping Salzburg-liveried short-wheelbase 911 taking up residence on the Porsche stand at 2019's NEC Classic Motor Show, I was bowled over to discover I was looking at the very same 1965 two-litre car I'd seen in action following John's work in 2018. "We didn't do much with it after the seventieth anniversary celebrations were over," he tells us. "Being a Porsche Cars GB restoration meant this 911's appearances in 2019 needed to focus on promoting the project in the UK, which is why Tom and Richard Attwood competed with the car at the year's Oulton Park Gold Cup, putting in an amazing performance to finish fourth quickest overall, a feat made more impressive by the fact it was achieved in the wet against V8-powered Chevrons." Time racing in the aforementioned Peter Auto 2.0L Cup, however, had highlighted how the car's beating heart – developing a respectable 186bhp – wasn't as strong as the two-litre flat-sixes propelling similarly configured 911s prepared by some of the industry's best known marque specialists. Truth be told, the massive budgets being thrown at cars by participating teams was simply out of the question for Porsche Cars GB, but John reasoned a ground-up rebuild of another two-litre boxer – keeping the old unit as a spare – at the hands of engine tuning specialist, Neil Bold Engineering, would deliver the desired results without breaking the bank. In readiness for planned visits to circuits in 2020, marking exactly fifty years since Porsche's first overall win at the 24 Hours of Le Mans, Salzburg 917-inspired body decoration was applied at Road and Race Restorations while Neil set to work on the preparation of a new engine.





"He's known internationally for his work preparing Formula Ford 1600 powerplants," John explains. "Neil is much more than an engine builder, though. He's a highly skilled tuner, working within constricting race series regulations to extract huge power out of the engines he's presented with, delivering enhanced performance, but always with rock solid mechanical reliability." With this in mind, and while adhering to Appendix K regulations, Neil selected a new camshaft ("not too wild, but we wanted to keep valves open for longer") and worked carefully to manipulate oil and air flow inside the engine, allowing internal components to get more oil when they need it most, but reducing the amount of lubricant sent to the top of the engine, thereby helping it to breathe more easily. "When working with a boxer, you can't rely on gravity to pull oil back down as it does in an upright engine, and too much oil at the top creates drag," explains John. "In short, the feed was too generous, which is why the amount of oil going to the top of the new engine has been reduced. The way it drips back down has also been carefully considered."

BLUE BLOOD

The original 32mm valve size had to be retained, but Neil was able to make alterations around valve stems and guides. Further fine tuning saw the stock manifold manipulated to extract gas as efficiently as possible from the two-litre engine's small exhaust ports, while a stack of new hardware, including a fresh OEM crankshaft, formed an enviable parts pile in his Worsley workshop. "It's a completely blueprinted engine, now pushing out 200bhp, with a crankcase as internally aerodynamic as Neil could achieve. Power output is really impressive when you consider the two-litre flat-six delivered approximately 135bhp when it left the factory in period," smiles John. "Neil spent time perfecting swirl in the combustion chamber, too. He's used to all this stuff with his Formula Ford work, which is why he was the perfect partner on this exciting Porsche project."

While Neil was working his magic, and while the body of the car was being painted red, John's technicians

overhauled the chassis equipment. The arrival of the pandemic meant any planned outings for 2020 were off the table, though the lack of a strict deadline enabled everyone involved in the project to work free of pressure.

"We're hoping to see the car make a few appearances at circuits in the United Kingdom next summer," confirms John. "Silverstone Classic looks possible, and a return to Spa has been discussed, but nothing is set in stone right now. Wherever we end up with this 911, allowing Classic Partner Centre technicians to look after it during race weekends does them the power of good. It takes them out of the regular workshop setting and enables them to see how the changes they make to a Porsche will alter its performance in a real-world racing environment. Working in a paddock, understanding the effect of corner-weighting, exploring chassis dynamics, swapping gearbox ratios to suit different track conditions — Porsche Cars GB understands how this experience helps to improve the day-to-day work being conducted in Classic Partner Centres. It makes for better technicians." Ultimately, racing improves the breed — I can't wait to see this beautifully restored 911 back in action next season. See you at Silverstone! ●

Above Restrictions brought about by the pandemic put paid to many of the car's planned public appearances

Below It might be dressed in bright red race livery, but there's every chance you'll hear this wonderfully restored 911 before you'll see it





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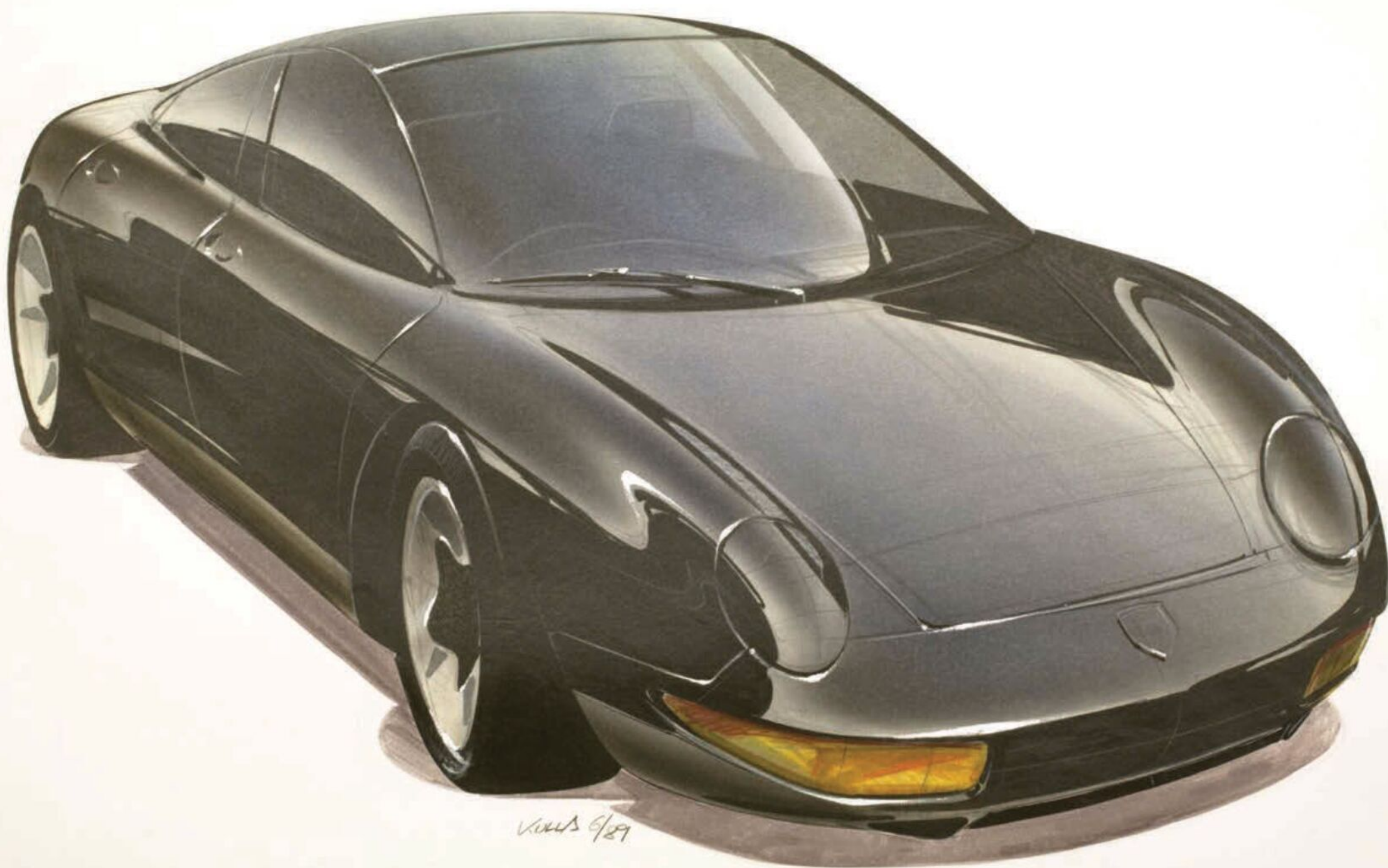
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SETTING THE TEMPLATE

The 989 was a four-seat Porsche never to see the light of a dealer showroom, but the design's influence can be seen in the Panamera of today. The 989's expensive engineering didn't go to waste, either...

Words **Shane O'Donoghue** Photography **Porsche**

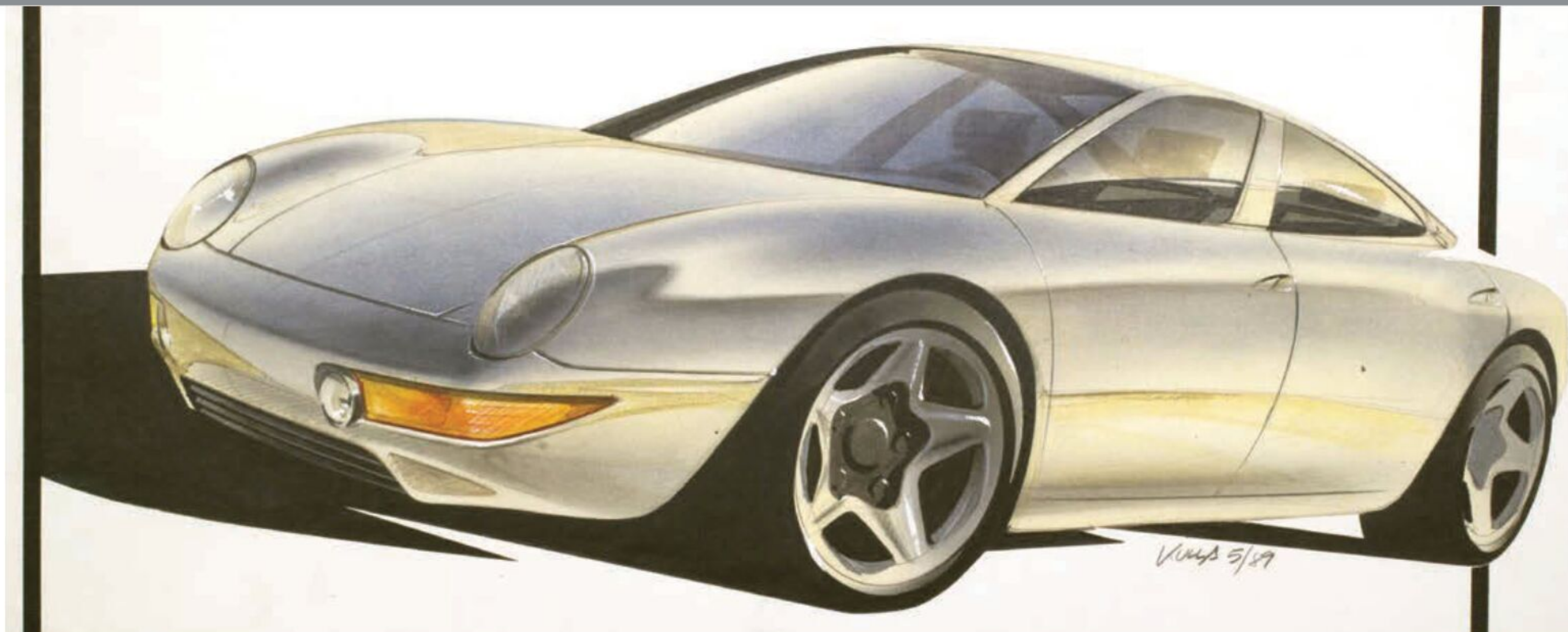
Though Harm Lagaay, Porsche's former design chief, was constrained by the somewhat conservative evolution of the company he worked for, his team's creativity was allowed into flourish in advance of the 1989 Frankfurt Motor Show, where the covers were whipped off the wonderful

Panamericana, a turnkey design study featuring 964 Carrera 4 oily bits and a composite body. While the car's 911 roots were clear to see, the cartoonish lines of the Panamericana made it look like the lovechild of a steroid-munching 964 and a beach buggy. Bespoke three-piece Speedline rims were wrapped in Porsche-branded rubber, while a fabric zip-off roof inspired the 993 Targa.

Developed during a busy six-month period in the hope of demonstrating forthcoming 993 styling cues, the Panamericana does a good job of hinting at what we'd end up seeing with the arrival of the 986 Boxster.

Designed as an eightieth birthday present for Ferry Porsche, the Panamericana was never intended for production, despite huge positive

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Above, below and facing page
Submitted as a patent by Harm Lagaay in 1991, the 989 carried 911-aping looks and helped influence the design of the 986 Boxster and 996-generation 911

feedback to the exhibition car. Besides, it has quietly been admitted Ferry didn't like the Panamericana concept at all. It's just as well, then, that while the public was drooling over the car in Frankfurt, Lagaay was already hard at work on another potential game-changer for the brand: the Type 989. Designed to be the company's first ever full four-seat, four-door production car, the 989 was conceived to replace the both the 928 and 944. Then new Porsche boss, Arno Bohn, brashly announced the project at the 1990 Detroit Motor Show, confirming considerable investment of some £350 million. The launch date for the 989, he enthused, was set for 1995. "The number of doors is not important," he said, attempting to allay the fears of die-hard Porsche enthusiasts. "What counts is that this will be a true sports car. And believe me, it will be."

DRAWING ATTENTION

As can be seen from the initial sketches through to the various clay models produced, Lagaay's approach was to create a four-door Porsche with design cues unmistakably from the company responsible for the 911, despite the mounting of the 989's engine under the bonnet at the nose of the car. In 1991, he filed a patent for the design, the simple sketch clearly showing a familial resemblance with the 911.

These days, we expect to see frameless glass doors on a car such as what was being proposed, but sealing technology wasn't so advanced in the

late 1980s, which is why the 989's four doors had regular frames. The rear doors extended over the wheels to create a wide aperture, making it easy to access the back seats. These were moulded to

A 4.2-LITRE VERSION OF THE V8 WITH NEARLY 400BHP WAS DEVISED, WHILE A 3.3-LITRE VERSION OF THE ENGINE WAS ALSO CONSIDERED

mimic the front bucket-style pews and were upholstered in leather. The 989 was designed as a strict four-seater, allowing those in the rear plenty of shoulder room and a fold-down armrest in the middle.

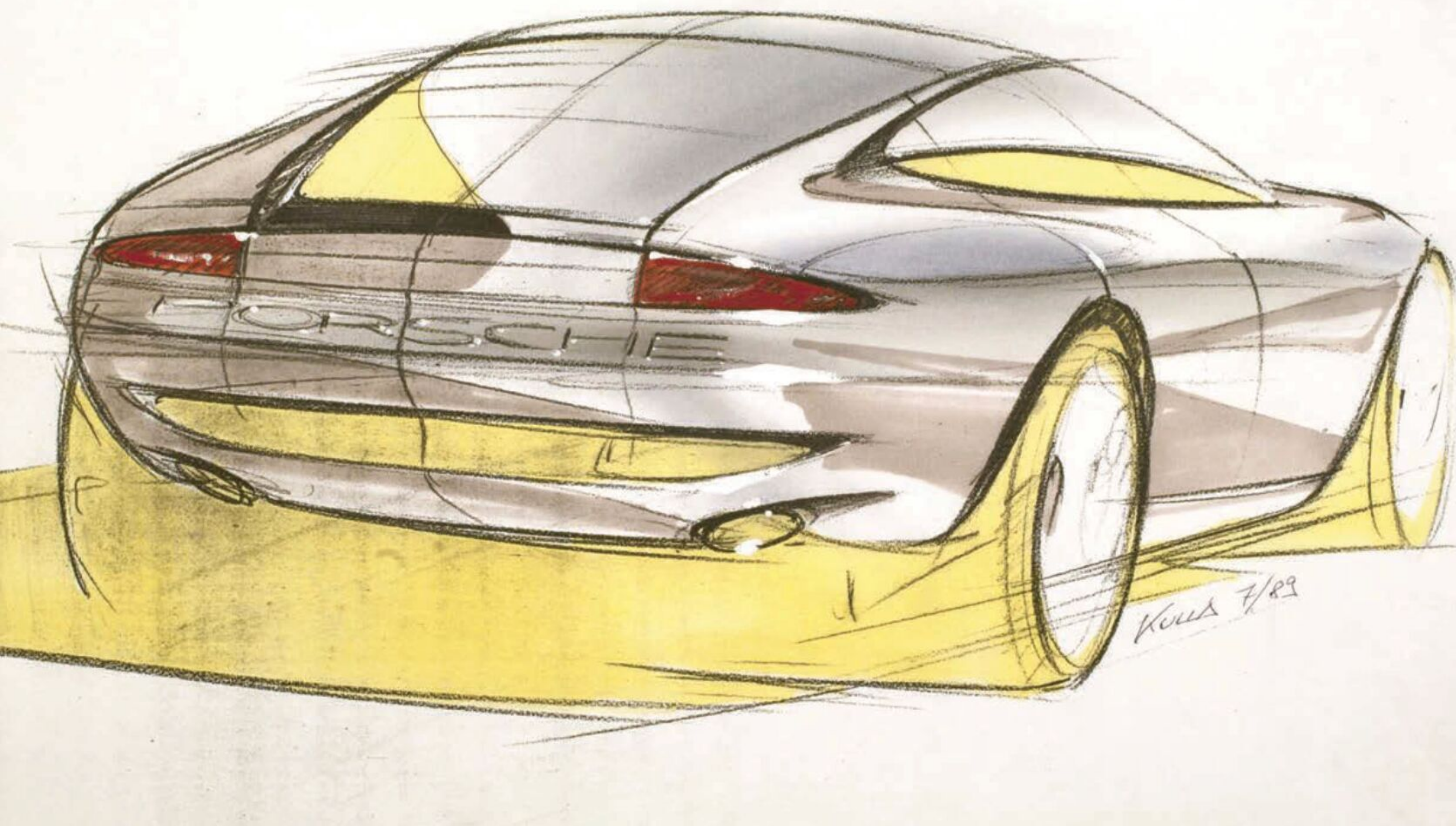
Despite appearances, the model wasn't a saloon, but a hatchback, meaning it was technically a five-door Porsche. Its 996-like rear incorporated an automatically deploying spoiler to reduce lift at high

speed, but without detracting from the appearance of the car when parked.

A wide range of engine options was considered for the 989, which Lagaay saw as a

rival for the likes of the BMW M5, not to mention the next logical Porsche ownership step for owners of the 944 and 928. Hence, four-cylinder engines were foreseen in the 989's future, though





initial development work focused on a new range of V8 powerplants.

Curiously, the engineering team took the Type 2708 Porsche Indy Car's turbocharged V8 as its starting point, despite the engine's dry-sump lubrication system and noisy gear-driven camshaft arrangement. This 2,649cc unit had its roots in the 935 racer and was a durable powerplant.

In 1988, Porsche had conducted feasibility studies on this engine to derive four-cylinder and six-cylinder variants, but its scalability was

limited in terms of bore and stroke, which is why Porsche instead opted to develop a brand-new V8. The project was led by Herbert Ampferer, a talented engineer who had big plans for the 989.

It was to make use of a ninety-degree V8, initially a 3.6-litre unit, utilising the latest technology to extract the most from the engine. Unusually, the design included double overhead camshafts driven by a chain at the back of the unit. This allowed for a lower front to the engine, in a bid to fit it under the 989's

sleek bonnet. A rigid big-end design was employed to enhance longevity, while the front end of the vee was compact in its packaging. A target figure just below 300bhp was set for this version of the normally aspirated engine. So equipped, the 989 was designed to hit 62mph from rest in six seconds dead. Top speed, said Ampferer, would be 167mph.

THE 989'S SOPHISTICATED DOUBLE WISHBONE SUSPENSION FED INTO THE 993'S NEW LIGHT, STABLE, AGILE (LSA) SYSTEM

Not too shabby at all, though Porsche struggled to keep the mass of the car down. It used a steel monocoque with aluminium for the body panels and other components, while other weight-saving measures included coupling the engine and gearbox directly together at the front, rather than employing a transaxle, as was done on the 924, 944 and 928. The target mass for the 989 was 1,400kg or less, which by today's standards seems laughably light for a large four-door sports/luxury GT. Even so, Porsche

confirms the initial rear-drive 989, when equipped with a manual gearbox, tipped scales closer to 1,600kg.

A 4.2-litre version of the V8 with nearly 400bhp was devised, while a 3.3-litre version of the engine was also considered, as was turbocharging. Even the 944 S2's three-litre inline-four was considered as a possible option to power

an entry-level 989.

At the other end of the specification spectrum, four-wheel drive was to be offered, along with an automatic transmission, though Porsche

also publicly mentioned cutting-edge technology, such as rear-wheel steering, three-way adjustable dampers, variable-ratio power steering and self-levelling rear suspension. In terms of equipment, no previous Porsche would be as luxurious. Dual-zone climate control, electric adjustment of front and rear seats, run-flat tyres and tyre pressure sensors were all on the table.

Following the Detroit announcement, rumours circulated that the 989 and the forthcoming replacement for the Audi V8

Above The Type 989 was far from Porsche's first attempt to design a four-seat model for dealer showrooms, efforts which can be traced all the way back to the early 356

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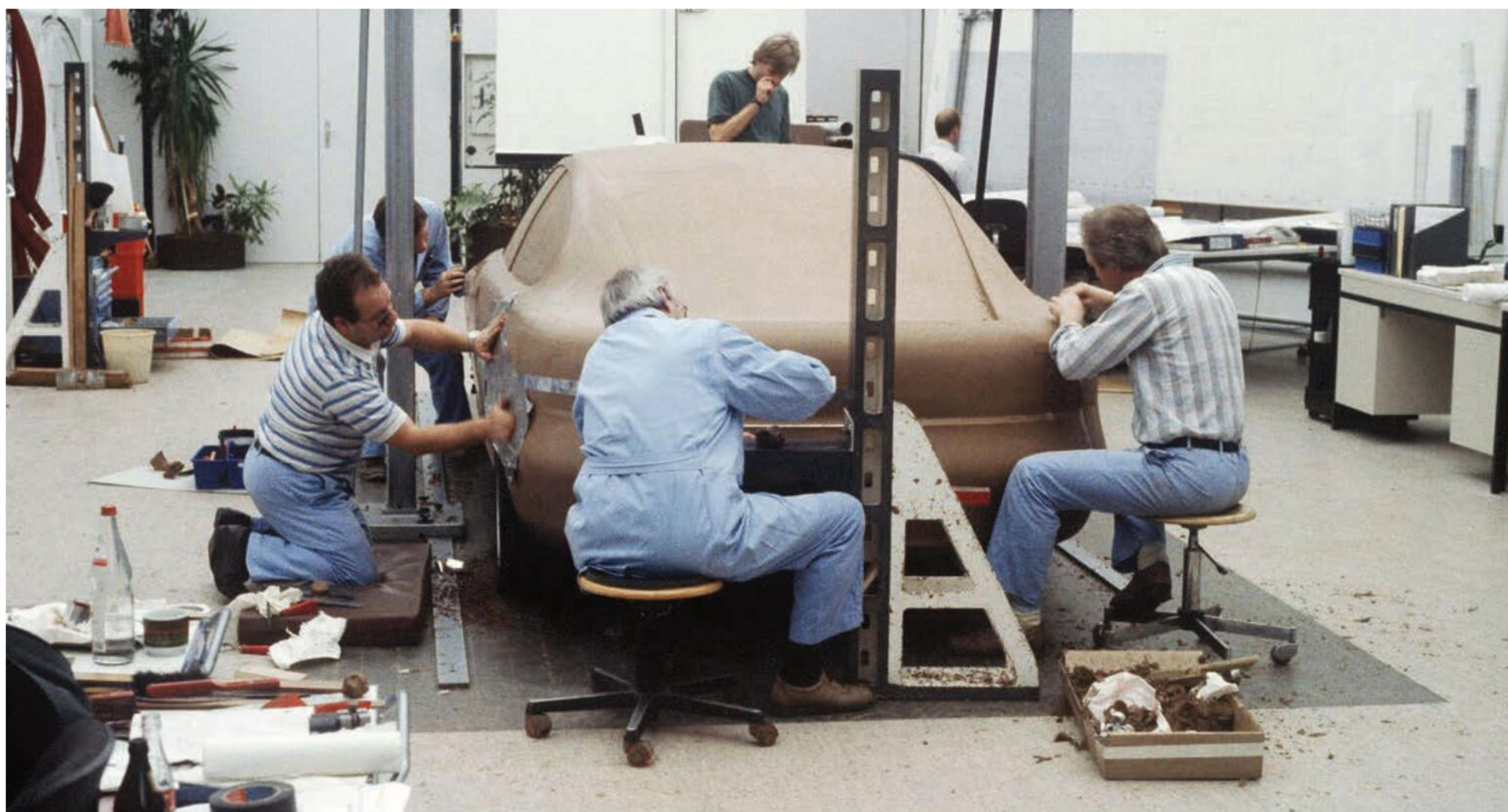


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(the A8 as it was called, when launched in 1994) would share a vast amount of equipment, including engines, aluminium structure, four-wheel drive and more. This never happened, possibly because of the compromises Porsche's management witnessed in using Audi's engine as a starting point for the 924. In hindsight, however, it may have been sensible to share development of some of the major components and technology for the 989, especially when it became clear project costs were spiralling out of control. Porsche soon projected insufficient sales to make the project viable.

SPENDING TIME

What's more, with the decision to stick with a flat-six engine for the next generation of 911, there was little chance for commonality of parts between Porsche's flagship product and the 989. Ulrich Bez was a major technical driving force behind the project from the early days of its inception, but he departed Porsche in 1991. Soon after, encouraged by Ferdinand Piëch (who some accuse of preventing Porsche from competing with the Audi A8 in development at the same time), the company's board of management agreed a change in

direction, aborting the 989 project entirely. Millions of pounds had been spent, though some consolation could

THOUGH THE PROJECT WAS TERMINATED, IT UNDOUBTEDLY INFLUENCED THE DESIGN AND CREATION OF THE PANAMERA

be sought in the fact the development of the 989's sophisticated double wishbone suspension fed into the 993's new Light, Stable, Agile (LSA) system.

Just as the 989 was laid to rest,

Giorgetto Guigiaro's Moncalieri-based Italdesign automotive engineering studio submitted a design known as 932 for

consideration. A rehashed 1990 study for SEAT (the project was named Proto TL), the 968-nosed curiosity was promptly dismissed by the bods at

Zuffenhausen. It's easy to see why. Not quite Porsche enough, the concept's rear end is almost instantly recognisable as a product designed for the Spanish brand.

Of course, the 989 wasn't the first

Above and below
Hard at work creating 989 clay models in the Porsche design studio, which was under Lagaay's supervision between 1989 and 2004





Above This working 989 prototype resides in the Porsche Museum in Stuttgart

Below On display alongside the 1982 C29 aerodynamics study, a bastardised 911 which helped to determine the design and performance of the mighty 959

attempt at a more practical Porsche. Using the 1952-specification pre-A 356 as its starting point, the Type 530 explored the feasibility of a stretched 356 with much more space in the rear seats. Two prototypes were constructed, a coupe and a cabriolet, but this was the end of the project. In 1956, the Type 695 was initiated, intended to be a new four-seater to sit alongside the 356 in the Porsche product range. This car evolved into the Type 754 and very nearly went into production, only for Porsche management to replace the 356 with an entirely new car, the 901, in 1963.

Six years later, in 1969, Porsche asked Pininfarina to look at creating a longer version of the 911. The result was the one-off B17. The following year, with the experimental C20, Porsche attempted to bring the same idea closer to production, but the stretched 911 was deemed to be too compromised.

On the occasion of his seventy-fifth birthday in 1984, Ferry Porsche was presented with the 942, a 928 S with a 254mm longer wheelbase and an extended roofline mirroring the traditional 'shooting brake' look. Advanced projector headlights provided

a strange bug-like appearance to the car's front end, while a thirty-two-valve five-litre V8 propelled the peculiar prototype. The car's smoothed bumpers would go on to become familiar features of the 928 S4. Three years after completion of the 942, the Porsche design and engineering department worked with coachbuilder, American Speciality Cars, to further develop the long-body 928 concept.

The team's efforts resulted in assembly of the H50, which we profiled in the October 2022 issue of *911 & Porsche World*. Featuring a second set of (narrow) doors opening in 'suicide' fashion, the car was a fully working test mule featuring aubergine paintwork. The H50 project was short-lived, but gained a new wave of appreciation after the launch of the Panamera in 2009.

After the H50, the 989 was next attempt at a Porsche 'more door', and though the project was ultimately terminated, it undoubtedly influenced the design and creation of the Panamera. The success of this model finally validates all the efforts made through the years to create a more practical model for Porsche's buyers. It's now impossible to envisage a future for the company without such a wide portfolio of products. Perhaps it's time to revisit that Panamericana concept?! ●





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2023's BEST BUYS

997 CARRERA

One of the Porsche scene's best buys and delivering a universally renowned driving experience, the first-generation 997 Carrera and Carrera S models are not to be dismissed...

Words Dan Furr Photography Chris Wallbank



Prices may have risen in accordance with Porsche values as a whole, but you can still get hold of a 997 Carrera for around twenty grand in the current climate. Granted, at that figure, you're likely looking at non-S Carrera cabriolets with Tiptronic S transmission and a fair number of miles covered, but if you're working with a modest budget and have decided you want a 911 above all else, a 997 is a very tempting proposition. And with good reason, too — fast, hugely capable and as refined as it was, the 996 was a pivotal 911, but its production

fortunes would be roundly eclipsed by what was to follow.

Development began in late 1998. Porsche design wizards, Grant Larson and Matthias Kulla, ably guided by then department chief, Harm Lagaay, conceived the 997 as a cabriolet first and a coupé second. The rationale for this seemingly unorthodox approach to vehicle design? It was argued the additional chassis stiffness needed for the open-top would also benefit the fixed-roof model. Traditional cues, such as the narrow waist and oval headlamps recalled air-cooled iterations of the 911, while aerodynamic honing reduced the Cd

figure to 0.28. Broad wheel arches covered wider tracks and revised suspension, with eighteen-inch rims offered as standard equipment on entry-level cars. Additionally, where the 996 banished the 993's dated cabin furniture and dash layout, the 997 introduced another completely new design, one incorporating hints of what was seen inside the Cayenne. Standing the test of time, the 997's cockpit still feels fresh today.

As we outlined in last month's issue of *911 & Porsche World*, the £58,380 Carrera and £65,000 Carrera S were first from the blocks. The former produced 321bhp from its 3.6-litre six-pot and sprinted to 62mph in



five seconds. With an enlarged 3.8-litre boxer and 295lb-ft torque, however, the 350bhp Carrera S was speedier still. This was also the first time in twenty-seven years the 911 was offered with a choice of different engine sizes. Better still, the X51 optional power pack lifted the Carrera S's output to a lofty 376bhp. A six-speed gearbox was shared with the Carrera, while the hugely capable five-speed Tiptronic S was a popular item on the 997's options list.

The Carrera and Carrera S soft-tops debuted at the Detroit Motor Show in January 2005. The four-wheel drive

Carrera 4 and Carrera 4S rolled in next, the biggest visual difference being 22mm-wider wheel arches. Though power was the same as the rear-drive Carrera and Carrera S, the 4 and 4S transmission's viscous multiple-plate coupling sent a minimum five percent power to the front wheels, increasing to a maximum of forty percent when traction was poor.

Whichever version of the 997 Carrera you buy, you'll end up with a hugely rewarding 911. Here's what to look for when booking an appointment to view the Porsche that's caught your eye.

IDENTITY AND SERVICE HISTORY

As ever, let's address the basics first. The 997 you're looking at should display a matching Vehicle Identification Number (VIN) on its V5 registration document and on the identification stamp located under the battery compartment cover. The VIN is also visible on the base of the windscreen (passenger side) and on the label stuck to the driver's door jamb.

Elsewhere on the V5 document, you'll see the engine number. Unless you've got the car on a ramp, this will be difficult to spot in the metal, but it's located on the bottom of the engine. You might be able to see it with the aid of a flashlight if the car is on the ground and you get on all fours. The engine serial number will be preceded by the engine type: on a 997, M96 denotes a 3.6-litre Carrera engine, M97 is the code for a 3.8-litre Carrera S engine.

Spend a couple of quid at mycarcheck.com, where you can download a history report outlining any insurance claims, change of registration number, recorded mileage and whether there's any outstanding finance on the car. You should also enter the vehicle's details into the DVLA's free-to-use MOT history database, which can be found at bit.ly/dvlamot. The service will return all test passes, failures and advisories registered as far back as electronic records are stored (which is helpful in identifying any ongoing mechanical or safety issues) and, if you have the V5 document number at your disposal, you can even see which test centre carried out the inspection.

Damage may have been inflicted upon any 997 driven in anger, so check panel gaps are straight. Look for signs of mismatched colour and don't be afraid to ask questions. You might be eyeballing a Porsche which has simply been tapped with a trolley in a car park, but then again, the car might have been stacked into a tyre wall at a race circuit. Either way, Porsche body repairs shouldn't be done on the cheap, so ask to see receipts relating to the work, if applicable. A paint thickness gauge will help you to determine if you're looking at quarters full of filler.

Full service history, ideally accompanied by invoices for any work undertaken, is desirable when buying any used 911. These cars need to be maintained by specialists with depth of model knowledge. General service garages are not likely to know the ins and outs of the 997's mechanicals. Moreover, servicing at a general garage is a clear indication the seller (or previous owners) has skimped on spend, meaning the car is unlikely to have been cared for correctly. Lack of Porsche Centre or trusted independent specialist stamps in the service book will likely cause you problems come resale time. It is far better for you to buy a car which has been looked after by a specialist well-versed in 997 care.

Pay special attention to the most recent paperwork in the car's history file. This should indicate which jobs are imminent, affording you the opportunity to negotiate a lower purchase price. Additionally, take advantage of the Suncoast Parts Porsche VIN decoder (bit.ly/suncoastvin), which will provide you with a Porsche-specific build sheet in exchange for just \$10. This document will let you know exactly how the car left the factory, including standard model specification and any Individual Equipment items.



OWNER STORY

Antonio Tangi is the proud owner of the 997 Carrera S pictured on these pages. "So far, I've only had the pleasure of eighteen months of ownership," he tells us. "There are no modifications to the car. This is how it was specified new, complete with factory Aero kit and Sport Design wheels. I'll be looking into a couple of small tweak in the near future, though."

Why a 997 Carrera S? "I'd spent a year looking for a 996 Carrera 4S, but didn't come across the right car. I was looking at classifieds on a 911-themed Facebook group and this 997 popped up for sale, but by the time I'd read through the post, the author had deleted it! I remembered his name and decided to send him a private message. He told me he'd decided not to part with the Porsche, but a couple of persuasive phone calls later and he allowed me to see it in the metal. I instantly knew I wanted it. There was no messing around. We managed to come to a deal we were both happy with."

The superb condition of Antonio's 997 is partly down to how little action it has seen. "It has covered only 59k miles," he confirms. "The previous owner didn't really use the car. He kept it as a showpiece in his garage, covering little more than eighty miles each year." Aside from heading out for MOT tests, the beautiful Basalt Black 911 attended an annual local car show, but was otherwise kept in a state of suspended animation.

"For servicing and maintenance work, I've recently started using ENSO Automotive in Wetherby," Antonio continues. "I've found the company to be excellent on price and customer service." Needless to say, the car will be covering more than eighty miles a year under his watch!

BORE SCORING

Bore score is essentially a combination of wear and tear and randomness, but there are many negative online stories about this condition, making people think 997 engines are ticking timebombs, which is nonsense. The cause of scoring is piston rings promoting wear of the standard Lokasil bore material until it gradually releases small, hard, gritty pieces of silicon, which rub between the piston and cylinder liner. Earlier engines featured a hard-coated piston capable of resisting the damage, but EU legislation enforced the move to a softer coating, which can be worked away or penetrated by the silicon particles, eventually leading to a scored bore. Symptoms to look out for include sooty passenger-side exhaust tailpipes and a pronounced tapping noise at idle. To confuse matters, 997 pre-catalytic converters are known for causing a rattling noise at start-up, but this sound should disappear when the engine warms.

Though bore score affects only a small number of 997s, you don't want to find yourself in charge of an affected engine. Thankfully, any respectable indie will be able to carry out a simple borescope inspection and provide you with the results, though our recommendation is to have a full pre-purchase inspection carried out by a recognised Porsche specialist. This work will include a borescope inspection as part of a wider round of checks.

INTERMEDIATE SHAFT BEARING (IMS)

An IMS is used to transfer power between crankshaft and camshafts. At one end of the IMS sits a plain bearing, while the other end is fitted with a ball bearing. Three different types of ball bearing were used during M96/M97 production, starting with a dual-row ball bearing in 1996 (smaller displacement versions of the M96 were used to power the 986 Boxster and 996-generation 911). A smaller single-row ball bearing was introduced three years later. These smaller ball bearings are the cause of failure.

The IMS and its plain bearing are submerged in oil during normal operating conditions. The ball bearing is filled with grease protected from the engine oil by a seal. Differences in manufacturing tolerances can result in running-in material mixing with the grease and wearing out the bearing prematurely, usually resulting in early failure. If the bearing lasts for several years, however, there's a good chance it will continue to operate long into the future without fault.

Though these early bearings were too small, M96 engines from serial number 69507476 and M97s from serial number 68509791 (check the car's V5) were equipped with a newer, bigger bearing proving mostly faultless. M96/M97 engine rebuild specialist, Hartech (hartech.org), remanufactures the original IMS shafts — for both roller chain and Hyvo cam chain models — to fit the bigger bearings, thereby eliminating the problem of IMS failure on an early M96/M97-equipped Porsches. Hartech also opens the bearing for lubrication by the engine oil bath in which the part sits.

In truth, a low percentage of all engines with the smaller bearing have suffered failure. It certainly isn't guaranteed to happen, but bad news spreads fast — it only takes a few unlucky owners to post horror stories on internet forums for the true number of affected engines to become grossly exaggerated.

Warnings signs which can indicate IMS failure include spotting metallic particles in the oil filter while carrying out an oil change (it's good practice to check this every time your 997 is serviced) and an unexplained oil leak located at rear of engine. Aftermarket manufacturer, EPS, offers a fit-and-forget cylindrical thrust IMS bearing upgrade kit holding twelve times the load capacity of the OEM IMS ball bearing. Visit epsauto.com.



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SUSPENSION

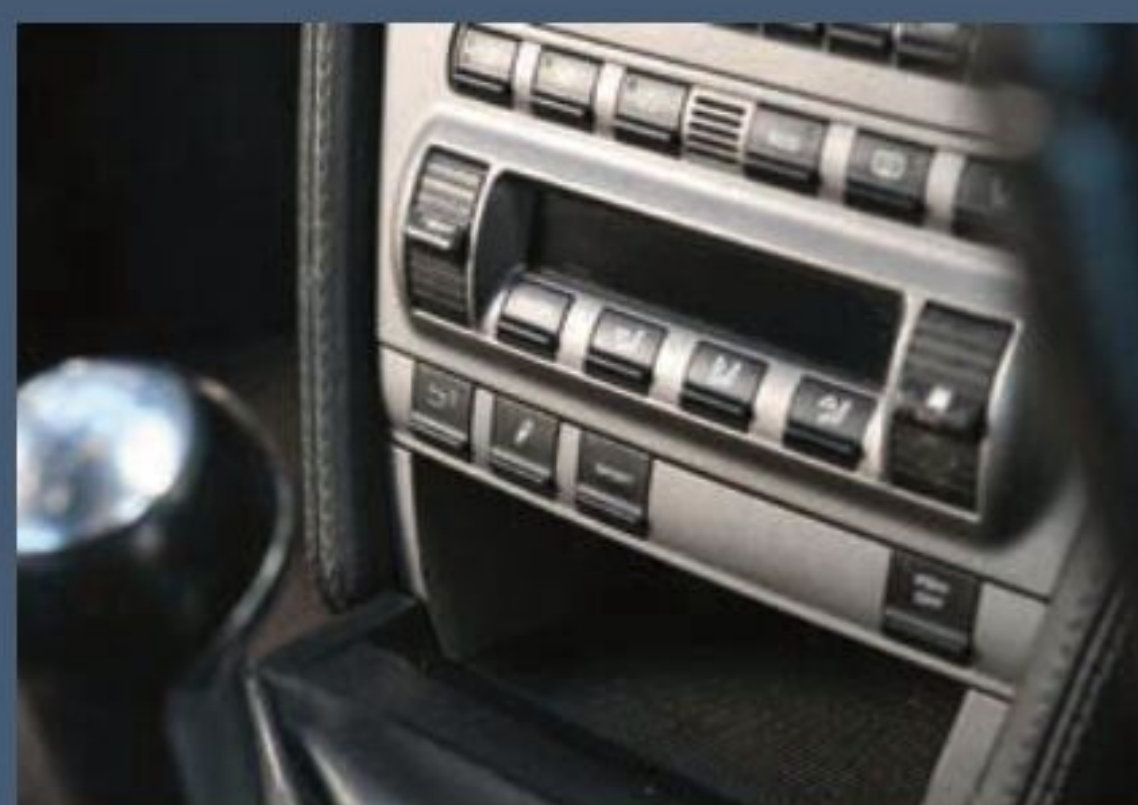
The 997 Carrera S/4S received Porsche Active Suspension Management (PASM) as standard, calling for firmer suspension and more focused handling at the touch of a button. DSC Sport offers a controller to expand the dynamic range and rate of response of PASM-equipped 997 dampers, providing both improved track performance and a more comfortable ride on the street. The part simply replaces the factory PASM controller and allows users to tune by g-force, brake pressure, acceleration, speed, steering and damping range.



INTERIOR

Compared to the 996's cabin, the 997's cockpit feels very modern, even by today's standards. The leather used during this period of Porsche production is very hard-wearing, but be sure to check bolster wear, especially if the car you're looking at has the desirable electrically controlled hard-shell Sport seats fitted. Other optional goodies include cruise control, although this can be easily retro-fitted at low cost. BOSE audio was another popular upgrade picked by buyers when these cars were new, but don't expect to be blown away by the original Porsche Communication Management (PCM). In a world of touchscreen head units and voice recognition, the system is very clunky. You'll be pleased to know, however, Porsche is on the verge of launching a brand-new Porsche Classic Communication Management (PCCM) for the 997 following success of the same for the 996. We'll bring you the detail in a forthcoming issue.

A dash-mounted lap timer indicates the presence of Sport Chrono, adjusting engine and throttle pedal mapping, Tiptronic shift behaviour (where the system is fitted) and Porsche Stability Management (PSM) suspension settings.



HOT START ISSUES

The 997 Carrera/S/4/4S may suffer a slow crank when the car's flat-six is hot. Worst case, the engine won't turn over until the temperature has dropped. The problem was addressed in time for the second-gen 997 in 2009, but owners of earlier models may run into the issue, often misdiagnosed as a faulty battery. The problem stems from the alternator/starter cable being routed in such a way it is exposed to repeated heat cycles in the engine bay, causing deterioration. A new genuine cable costs less than £90 and the fix should take no more than three hours, though allow extra time if working with a Tiptronic S-equipped 997 on account of more compact engine bay packaging.

COIL PACK FAILURE

A misfiring M96/M97 is likely to indicate failure of one or more of the coil packs. With the age of the first-gen 997 taken into consideration, this isn't necessarily an indication there's anything bigger going on — coil pack failure is a common fault on any performance vehicle of this vintage, though we accept this fact is no consolation when dealing with a faulty flat-six.

The cause of the problem is usually a crack in the offending coil pack, the result of exposure to high temperatures emanating from the nearby exhaust system. There's no way around this problem, meaning a 997 is likely to get through a fair number of coil packs in its lifetime. Fortunately, the parts are readily available and it's a straightforward fix. Consider renewing the coil packs as a good preventative measure next time your 997's spark plugs are due to be replaced.



OVER-REVVING

You've probably heard about over-revving, especially when it comes to 911s, but you might not be aware of what it means. We spoke to California-based Porsche road and race car engine specialist, Performance Developments (performancedevelopments.com) to find out exactly what's what.

Essentially, over-revving is exactly what is says on the tin: engine revolutions over or above the maximum number (per minute) the manufacturer has deemed safe. Over-revving typically occurs in manual cars on down shifts, when the road speed and gear tooth ratio are not in sync with one another. In other words, when the road speed is faster than the selected gear ratio will allow the car to be driven.

Over-revving can also happen on upshifts, when the gear selected is not engaged and the throttle is depressed unwittingly. Racing is the most common arena where this happens, but considering how many 997s are used on trackdays, it's not unusual to come across an example which has been over-revved. It's important to bear in mind Porsche knows only too well how its products will be used, which is why there is headroom built into the rev limits of a 997 in a standard state of tune. Even so, it's best not to test these limits without an understanding of the damage which can result.

Some 911 owners don't care about over-revving, acknowledging Porsche's anticipation of this behaviour as an indication these cars are meant to be driven in anger, but Porsche itself

takes over-revving very seriously indeed, going as far as suggesting it can void a factory warranty.

A simple read of the 997's ECU will highlight how many times the engine has been over-revved, if at all. This diagnostic data will also reveal how recently this behaviour has taken place – be wary if it is shortly before your test drive. Information relating to over-revving is something you should expect to be presented with when commissioning a pre-purchase inspection from a specialist.

In the 997's ECU software, over-revving is 'rated' according to severity. Ratings one and two aren't considered serious (they're at or just below the redline), while ratings three to six represent increasingly punchier engine speeds. In truth, these are basic guidelines – a pre-purchase inspection will tell you if there's anything to worry

about, such as any damage caused. That said, you should probably avoid any 997 with a history of repeated over-revs, which indicates the car hasn't been looked after in the correct manner.

A Tiptronic S-equipped 997 almost certainly won't have suffered over-revving – the transmission simply won't allow it in regular driving conditions, when the gearbox automatically changes up a gear at the point engine speed reaches the pre-determined rev count. Even when automatic shifting has been overridden by manual mode, the gearbox's safety features keep the mechanicals in check – downshifting is managed sympathetically, the gearbox ensuring cog swapping only takes place when it is safe for engine speed to accommodate, irrespective of driver input. ●





COST OF OWNERSHIP

911 & Porsche World reader, Richard Furneaux, reached out to us with his take on 997 ownership following eleven years spent driving a 944. "I jumped ship to a 911 in 2020," he says. "A 2007 997 Carrera with manual transmission, to be exact. I appreciate this is the entry-level 997, but I like to think of it as a light, simple 911 bathed in the spirit and heritage of the 1960s original, albeit with two and a half times the power. On the inside, when I'm driving the car, I'm Steve McQueen in the opening scenes of *Le Mans*, despite the fact his 911 carried a sunroof and a stack of chrome brightwork!"

The reason Richard got in touch was to let us know the real-world cost of running a 997 Carrera. "I couldn't turn down this one-owner, annual-oil-change, every-scrap-of-paper-back-to-original-order 997. Its comprehensive collection of paperwork means I can plot each and every penny spent on this car in fifteen years. Broadly, if ignoring fuel spend and depreciation, the financial cookie crumbles to reveal the cost per mile from new is a reasonable 37p."

How has he come to this figure? On 30th June 2007, the original owner drove out of Porsche Centre Reading having paid £65,317 for his new 911. The base price was £57,878, but he added heated Seats (£269), bi-Xenon

headlights (£705), a three-spoke sports steering wheel in leather (£142), Park Assist (£325), cruise control (£294) Porsche-scripted floor mats (£112) and various other optional extras. "The car's value dipped to around the £20k mark a few years ago, but I reckon it's worth twenty-five-ish now," Richard surmises. "That's more than £40k

a brake fluid change, a full set of spark plugs and two ignition coils." Richard cites other maintenance contributing to spend of £12,595.26. Included in this figure is £3,309.92 on brake discs and pads, £287 for a battery from Porsche in 2012, £88 for a Bosch battery (not from Porsche and still going strong) in 2016 and £5,215 for a full rebuild of the car's suspension system.

"The previous owner appears to have eaten tyres for breakfast," Richard smiles. "He spent £4,143 on fresh rubber throughout his time in charge of the car. I've added another £1,052.14 to the tally for

random bits and bobs, including the £158 I spent on having the seat belts re-webbed in red. This is probably the best £158 I've ever spent!"

Servicing and maintenance of the car is now taken care of by Jamie Callander, a mobile Porsche mechanic serving owners in the Bournemouth area and trading under the name Specialist Motorworx (specialistmotorworx.co.uk).

Richard's 997 buying advice? "Don't get hung up on a specific trim level," he says. "Owning what would generally be considered the least desirable model of the 997 line-up can be a blissful experience if you buy a cherished, superbly maintained example, like mine." Just don't go getting him confused with Steve McQueen. ●

OWNING WHAT WOULD GENERALLY BE CONSIDERED THE LEAST DESIRABLE MODEL OF THE 997 LINE-UP CAN BE A BLISSFUL EXPERIENCE

in depreciation, but 997 prices seem to be stable. I'm certainly not expecting them to drop again."

In what proved to be a shrewd move, in 2013, the original owner paid £2,040 to extend the factory guarantee. "Work carried out under warranty included fitting a new oil pump, horn, battery-to-starter cable, a new alternator, both air-conditioning condensers, exhaust flange fixings, coil packs, front coolant pipes, water pump and alignment. The individual jobs under warranty don't have financial sums applied to them, but looking at every other expense from June 2007 to July 2022, I can see £8,537.58 of servicing costs, although £3,037.52 of that figure was paid to a Porsche main dealer for a major service, including



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TRUTH BE TOLD

What's the best lubricant to use during the running-in stage of a freshly rebuilt engine? What happens if you fill your Porsche's powerplant with oil too thick or too thin? How thin can motor oil get? In our latest article about automotive lubricants, industry experts answer these questions and more ...

Words **Dan Furr** Photography **Adrian Brannan, Dan Sherwood, Porsche**

Rebuilding an engine can be fun, but it's also an expensive and time-consuming exercise, which is why you want the work to be done properly. This means using the right lubricants when putting all the parts back together. Some engine builders use thick oils, such as 20w-50, but there are also purpose-made lubricants, such as Millers Competition Assembly Lube or Red Line Assembly Lube, which provide immediate lubrication when you first

start the engine, but then dissolve into the oil, ensuring there are no issues with thicker fluid causing blockages.

"Ideally, you want to use a mineral oil for the running in process," says Guy Barnard, head of lubricant and spares retailer, Opie Oils (opieoils.co.uk). "You don't want the oil to provide too much protection — the new or rebuilt components need to wear together. Millers CRO 10w-40 is ideal for most applications, even if the engine wouldn't normally use a 10w-40. Because you want the rings and liners to wear a little,

using a product that isn't the exact grade for the engine isn't a problem."

There are different views on how to approach the running in process. What does Guy think? "Fill the engine with oil and start it up. Then, after approximately half an hour or thirty miles, drop the oil and replace with a fresh fill. The oil you remove is likely to contain many metal particles. After another couple of hundred miles of varied revs, drop the oil again and replace with fresh fluid. You'll undoubtedly notice a fair amount of metal in the oil you remove. I recommend



Above Regardless of the Porsche you own, its running-in oil is likely to carry a different viscosity to what you'll fill the engine with during normal conditions

Right Oil circuit of the 997 Carrera S/4S M97 3.8-litre flat-six

another four hundred miles with this fill of mineral oil. When you drain it out, there should be a minimal amount of metal deposits present. After this third oil change, refill the engine with the lubricant you intend to use in the engine. Perhaps I'm being overly cautious with so many fills of mineral oil, but to my mind, it's sensible to make sure a rebuilt engine is properly run-in after the time and money it will have cost to prepare."

He offers a word of warning. "When running-in an engine, regardless of whether it is being done as I've described or otherwise, using too good an oil, such as a synthetic, can lead to bore glazing. This type of lubricant provides too much protection when you're trying to get new or rebuilt components to wear together. Bore glazing tends to lead to higher fuel and oil consumption, as well as reduced power." Opie Oils sells products which restart the arrested bedding of rebuilt engines when the normal process has failed. "Millers Liquid Glaze Bust is one such lubricant," Guy reveals. "It's formulated using high-quality mineral base stocks with selected performance chemicals, providing wear protection to the valvetrain and engine bearings, whilst enabling piston rings and cylinder bores to commence their correct running-in mode. Just make sure the product isn't used in the engine for more than two hundred miles."

Anders Hildebrand, founder of Anglo American Oils (aaoil.co.uk), concurs. "It's important to carefully observe the oil you use during an engine's running-in phase," he stresses. "Driven BR break-in mineral oil is a low-detergent 15w-50 formula high in zinc dialkyldithiophosphate. It's designed to protect an engine during its

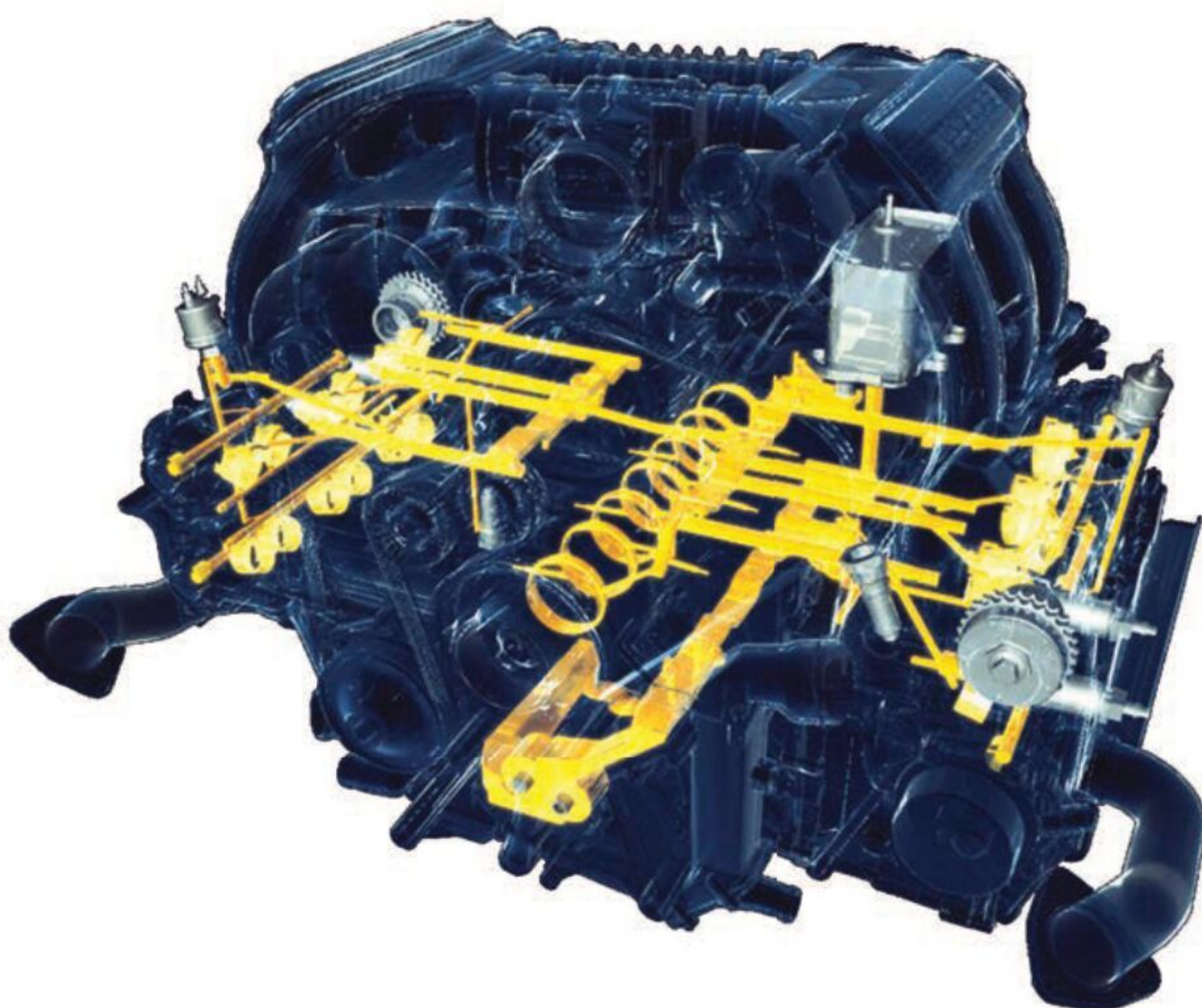
critical running-in period. The product will protect all types of valvetrain, including those using very high spring pressures. This oil will also help create the best ring seal in the block, which is key to good compression figures. Effective running-in with this lubricant can be achieved by way of up to four hundred road miles or, for competition cars, a few useful hours spent on a dyno."

What is his recommendation for running-in on a dyno? "Thirty minutes operation at between 1,800rpm and 2,200rpm," he suggests. "Then, let the engine cool before continuing with full power pulls — it's important to build cylinder pressure in order to get the piston rings to seal. After full

acceleration runs, continue at modest loads for around four hundred miles before changing the oil. I should warn you, the engine will smoke through its valve cover breathers when Driven break-in oils are used. This is due to their light-end base oils, which are designed to burn in order to aid piston ring sealing."

THE LOW LIFE

How thin can a motor oil get? "This is an exciting question," says Oliver Kuhn, Deputy Head of the oil laboratory at Liqui Moly (liqui-moly.de). The company was founded in 1957 and produces a broad range of oils, additives, greases, pastes, glues and sealants, all developed and manufactured exclusively in Germany.





"The lowest viscosity currently specified for engine oil is 0w-8," he says. "This is almost a single-grade oil. In addition to lubrication, the difficulty here is evaporation — the thinner an oil is, the easier it evaporates. With 0w-8, this balance can just about be maintained.

For even lower viscosities, it would probably require a completely different chemistry, which would then no longer be based on oil. In any case, 0w-8 is limited to the Japanese market. Only the Japanese Automotive Standards Organization (JASO) has published specifications for 0W-8 to date, whereas the European Automobile Manufacturers Association (ACEA) and the American Petroleum Institute (API) have yet to do so."

0w-8 is only intended for petrol engines. For diesel engines, 0w-20 is currently the lowest viscosity available, due to higher pressure loads. "By far, the most development work for thin-bodied motor oils takes place in the passenger car sector," Oliver confirms. "Although there is a trend towards producing thinner oils for commercial vehicles, this work is much slower. There is a great deal of concern here about trading

off fuel savings with increased wear. There is also a trend toward thinner oils for motorcycles, but only up to xW-

FUEL CONSUMPTION INCREASES AS A CONSEQUENCE OF EXTRA WORK THE ENGINE HAS TO DO WHEN FILLED WITH A HEAVIER-GRADE OIL

30. This is also due to the fact that on many motorbikes, the motor oil also lubricates the transmission and must therefore have special properties. Boats, meanwhile, generally lack the need for low-temperature viscosity — very few people venture out on the water at minus twenty degrees centigrade! What's more, engine technology in the marine sector doesn't change anywhere near as quickly as it does with cars."

What happens if you add too thick oil to an engine? "The actual lubrication is less of a problem here, though fuel consumption increases as a consequence of extra work the engine has to do when filled with a heavier-grade oil. The main problem concerns passing thick oil through small passages designed for thin oil. Ultimately, the oil pump has to work harder. As a result, it can become overloaded and fail, leaving

the engine without lubrication, which can obviously lead to catastrophic failure."

What about using an oil too thin for

the engine? "If the oil isn't capable of bearing the load being asked of it, it'll break down.

A cracked oil film means significantly increased wear, which can extend

to seized bearings. This, in turn, can lead to consequential damage, including major engine failure."

SPOILED FOR CHOICE

You've probably heard a friend or two claim synthetic motor oils are far too thin for safe engine operation. It's true to say the best synthetic blends can be low viscosity (0w-20, for example), but they do not have to be. It is also true to say the latest mass production engines are designed to run on thin oil, which improves power output and fuel consumption. Even so, thicker synthetic-based grades (such as 10w-50, 15w-50, and 0w-50) remain available for air-cooled motors, older engines, or those operating in severe high-temperature conditions. These grades can also benefit rebuilt classic engines dating back to the 1940s.

Above Impressively tight tolerances mean new engines run on ever thinner oil, but a range of thicker semi-synthetic lubricants remains available for all of Porsche's legacy models



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It should also be noted claims synthetic lubricants encourage higher oil usage are also false. Oil consumption in well-maintained modern engines is mainly down to the oil evaporating at high temperatures.

Synthetic base oils, especially the polyalphaolefin (PAO) and ester types, are resistant to evaporation loss, even in low viscosity blends, meaning oil consumption is minimised.

"Obviously, engines with worn valve guides, defective seals and worn piston rings will use more oil regardless — there is little point in using expensive synthetic oils as an 'old banger lube'," Guy laughs. "And don't be fooled into believing anyone who tells you synthetic oils produce sludge. All synthetic bases are more resistant to oxidation than mineral oil. Sludge is usually caused by oxidation. In any case, all motor oils intended for road use meet the higher American Petroleum Institute (API) specs, such as SH, SJ, SL and diesel equivalents." We outlined what each of these classifications means in last month's issue of *911 & Porsche World*. "One of the main reasons for introducing API ratings back in the 1950s was, in fact, to address oil sludge problems. Rest assured all high-specification oils run very clean, especially synthetics."

Having said this, while the better synthetic blends will certainly have a long service life (provided a very shear resistant VI improver polymer is used in

the oil formulation to maintain viscosity), especially in high-performance or high annual mileage situations, 'forever' is out of the question, simply because contaminants, such as soot and acid

oil was the most important performer, but today, roles have reversed — not only are additive packages responsible for engine cleaning and corrosion protection, but they also take care of cooling

and lubrication.

You could argue the base oil has become little more than a carrier fluid for the additive packages. In fact, when it comes to modern engine

oils, almost a third of each product is its additive packages."

In the next instalment of our series focusing on automotive lubricants, we'll look at what you need to be considering when choosing an engine oil for a modified engine or one being used almost exclusively at the track. ●

YOU COULD ARGUE BASE OIL HAS BECOME LITTLE MORE THAN A CARRIER FLUID FOR THE ADDITIVE PACKAGES

gases from traces of sulphur in fuel, degrade the oil over time.

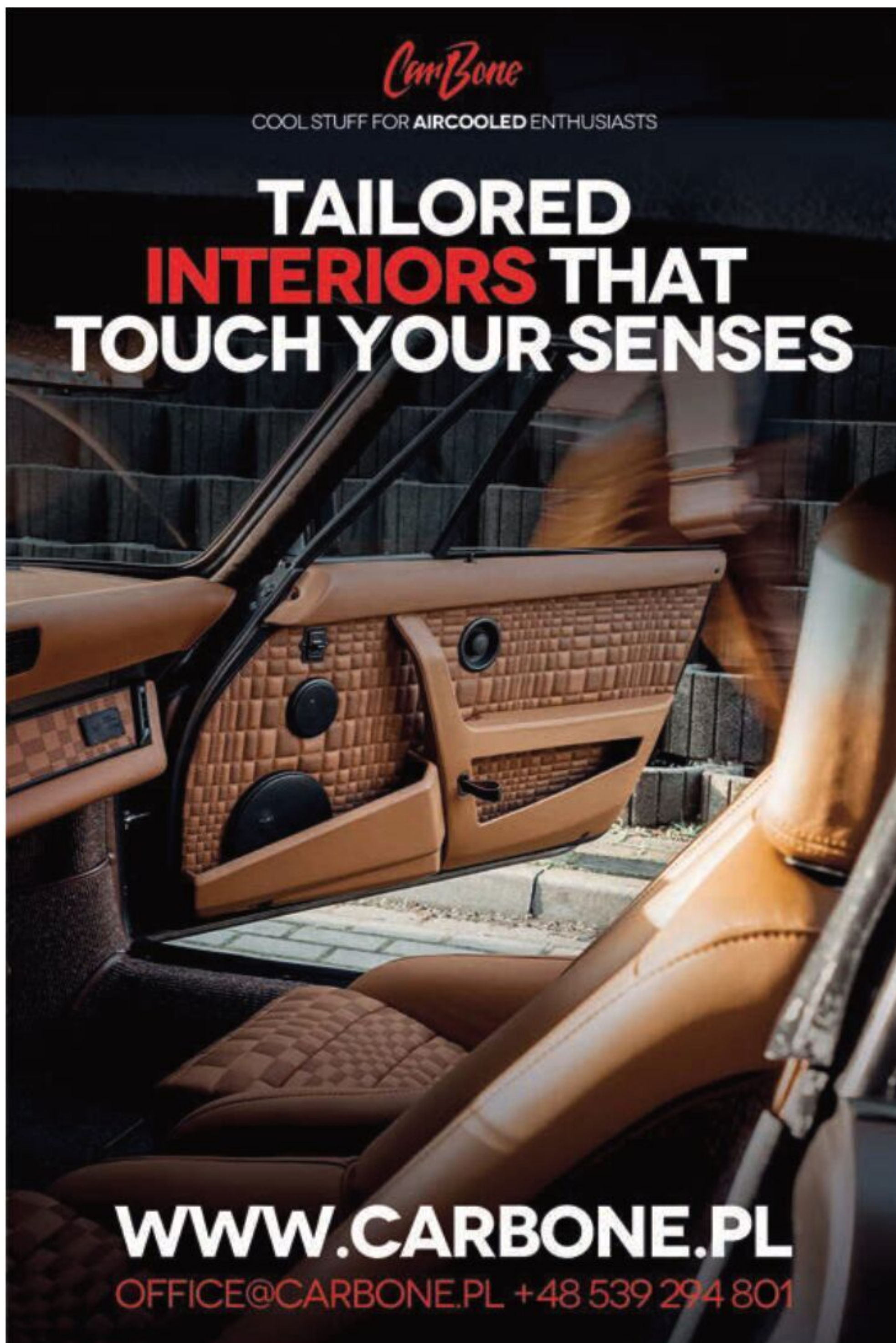
How can such thin oil still lubricate properly? "This can only be achieved with state-of-the-art lubricant technology," Oliver tells us. "Motor oils consist of two main components: the base oil and the additive packages. In the past, the base

Above and below Contaminants in oil caused by regular engine operation and fuel deposits mean there is no such thing as a 'forever' oil







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OFF THE CLOCK

If you own a 968 or an oval-dash 944 (Turbo or S2 variants), you may well be looking across the cockpit of your car to check the time while driving, only for your gaze to be met by a busted digital clock screen. With the oldest of these Porsches fast approaching its fortieth anniversary, this complaint is becoming increasingly common. Thankfully, Design 911 supplies a low-cost repair kit. Here's how to install it...

Words and photography **Dan Furr**



The display is one of the most frequent sources of error on the digital clock fitted to the 944 Turbo, 944 S2 and 968 models. Replacing the screen is no guarantee of a functioning unit – in some cases, other components (such as capacitors, transistors or the circuit boards) might be damaged, but if the display looks anything like this, the screen is the likely cause of complaint.



Help is at hand! Design 911 supplies a high-quality replacement LCD repair kit for affected models. At the time of writing, the kit retails for less than £30 (subject to VAT), which is an absolute bargain when the cost of a replacement clock from Porsche will set you back more than £400. Hop online and search for product code 1097 at design911.co.uk.



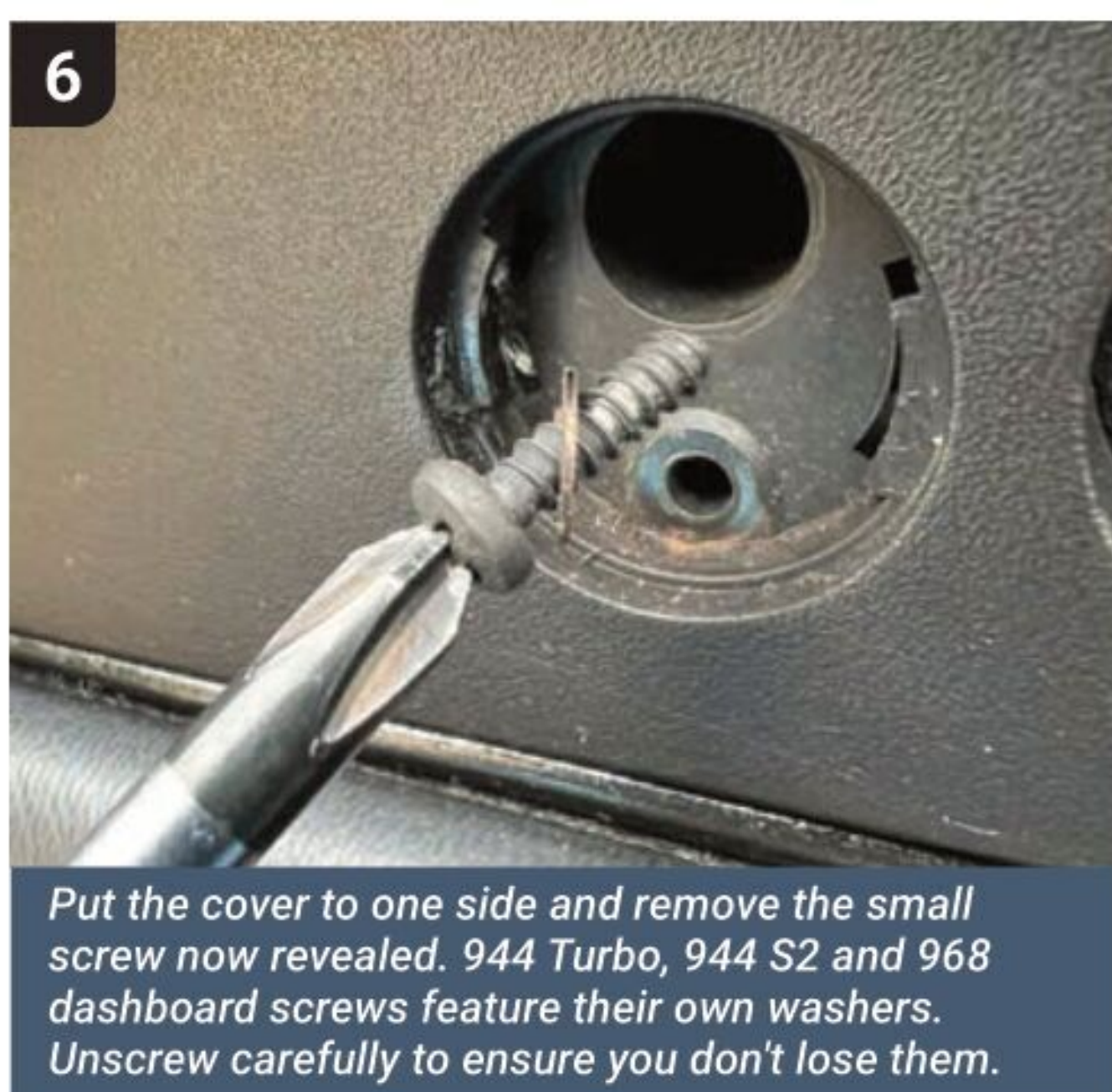
This is all you'll need for the task at hand. As pictured, gather interior trim removal tools, a small flathead screwdriver, a selection of crosshead screwdrivers and a few watchmaker's screwdrivers.



You'll need to remove the centre strip running along the middle of the dashboard on the passenger side. Begin by removing the cigar lighter.



The slotted cover for the cabin temperature sensor is fragile and might prove tough to remove, especially if this is the first time it has been displaced. Using trim removal tools, carefully rotate counterclockwise.



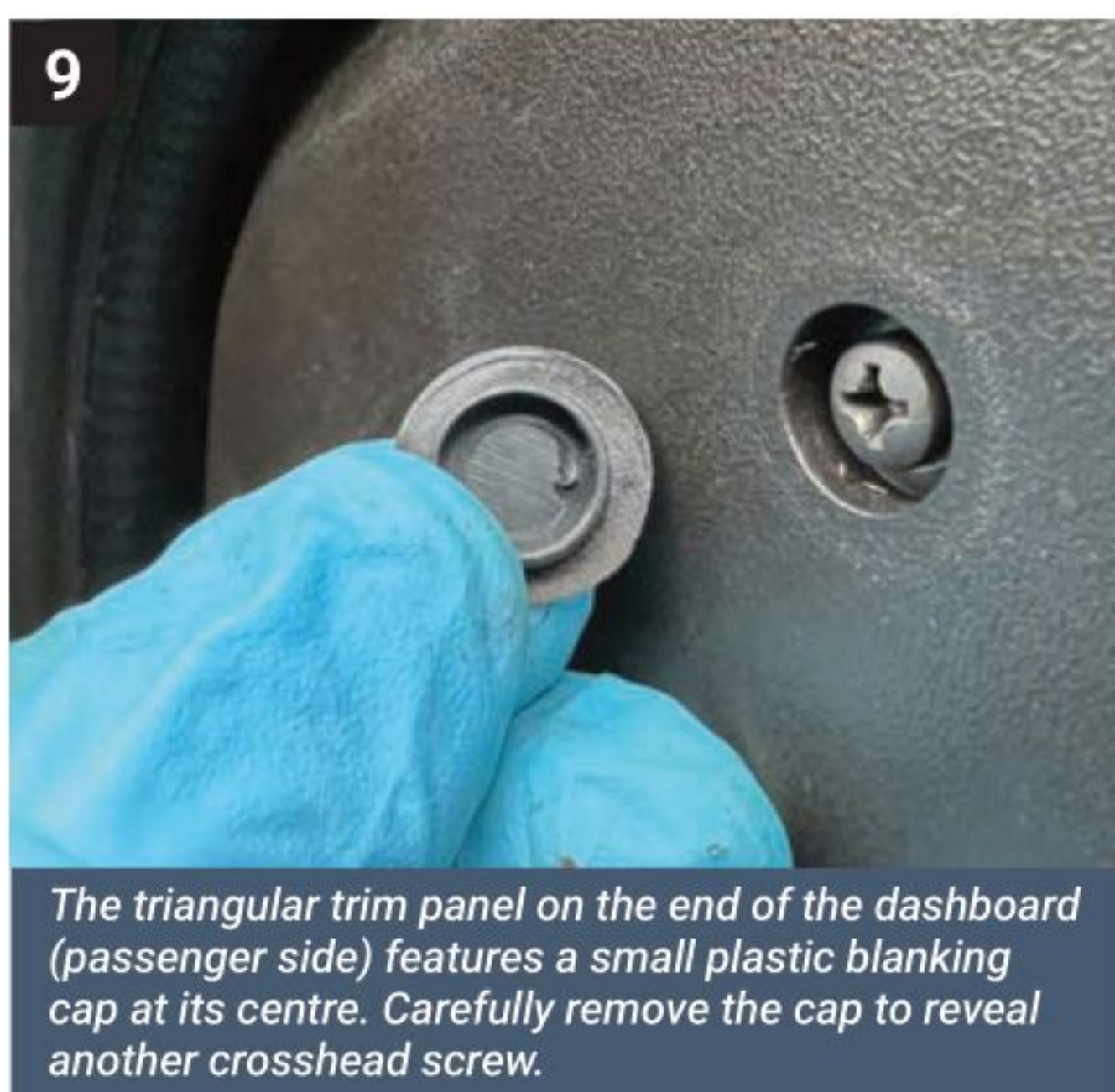
Put the cover to one side and remove the small screw now revealed. 944 Turbo, 944 S2 and 968 dashboard screws feature their own washers. Unscrew carefully to ensure you don't lose them.



Take one of your trim removal tools and carefully place it at the base of the trim panel next to the passenger air vents. This is another fragile component. Don't use force when pulling it free.



With the panel removed, undo the two screws it was hiding. Put them to one side.



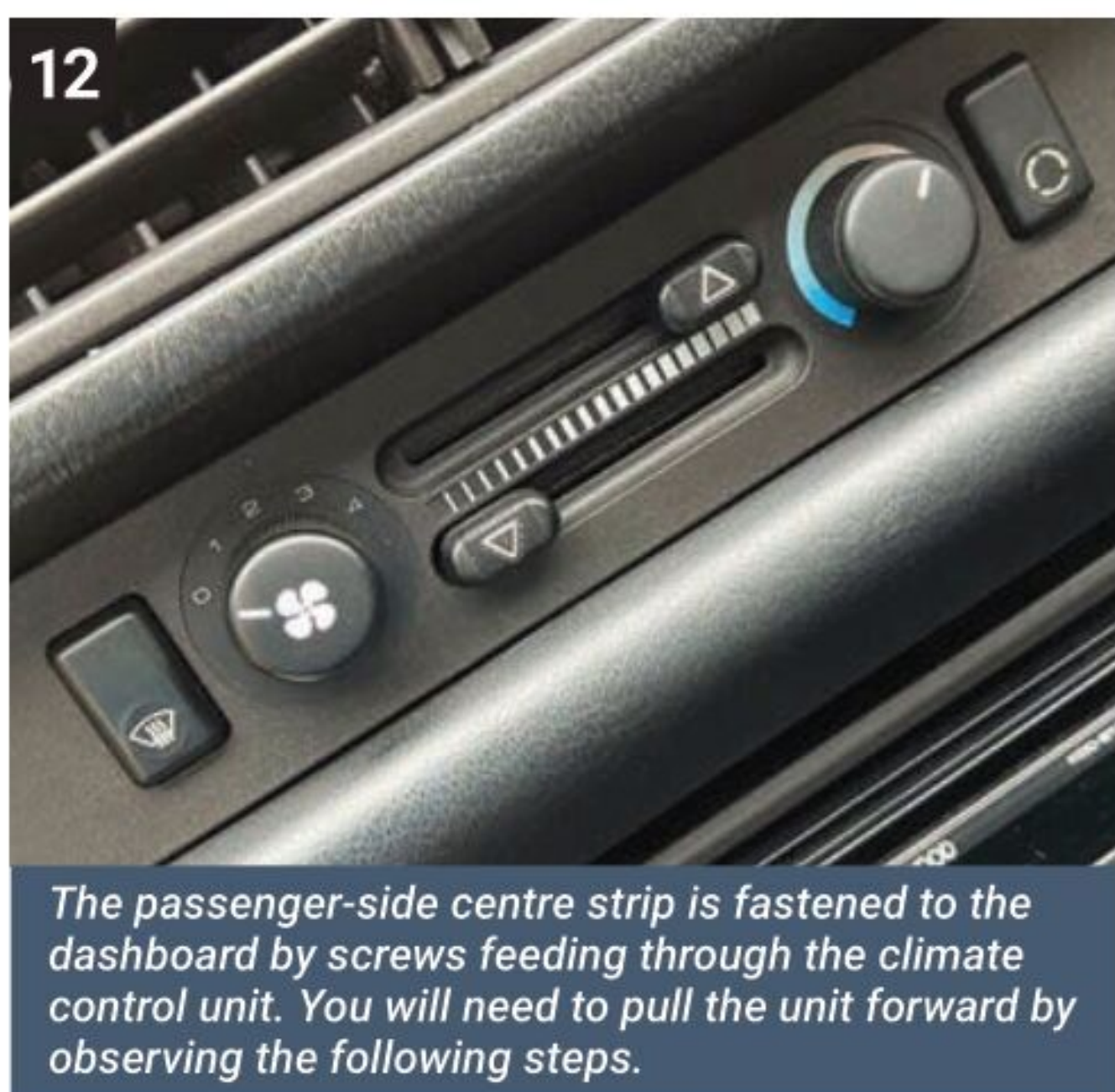
The triangular trim panel on the end of the dashboard (passenger side) features a small plastic blanking cap at its centre. Carefully remove the cap to reveal another crosshead screw.



Remove the screw and pull the trim plate free. You can now see four screws. The bottom two screws hold the lower air vent in place. Unfasten them.



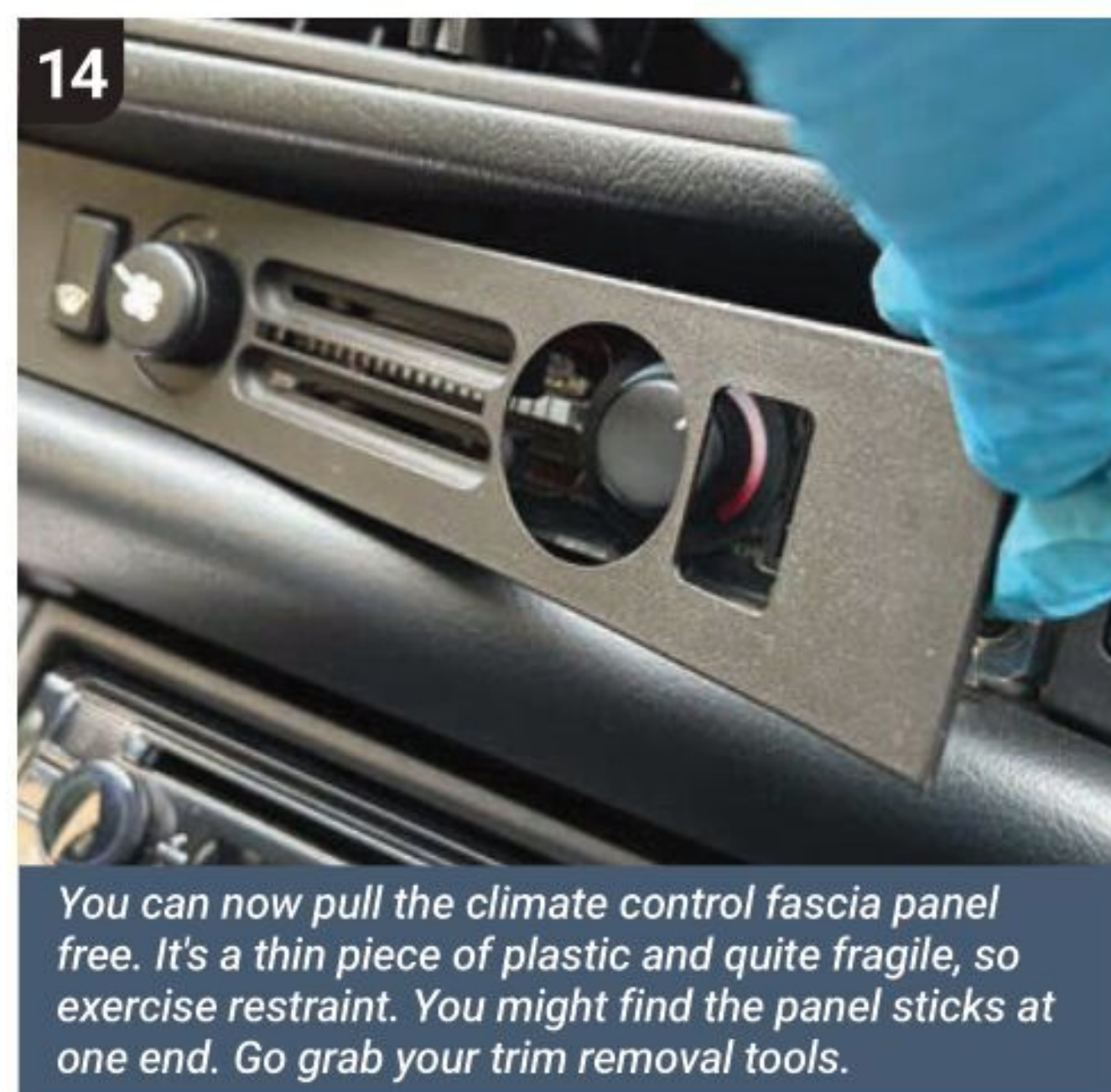
It's good practice to group screws and washers with corresponding dashboard trim, making life easier when it comes to reassembly.



The passenger-side centre strip is fastened to the dashboard by screws feeding through the climate control unit. You will need to pull the unit forward by observing the following steps.



Gently pull the climate control knobs away from their slider arms. There are two — one for upper temperature control, one for (you guessed it!) lower temperature control.



You can now pull the climate control fascia panel free. It's a thin piece of plastic and quite fragile, so exercise restraint. You might find the panel sticks at one end. Go grab your trim removal tools.



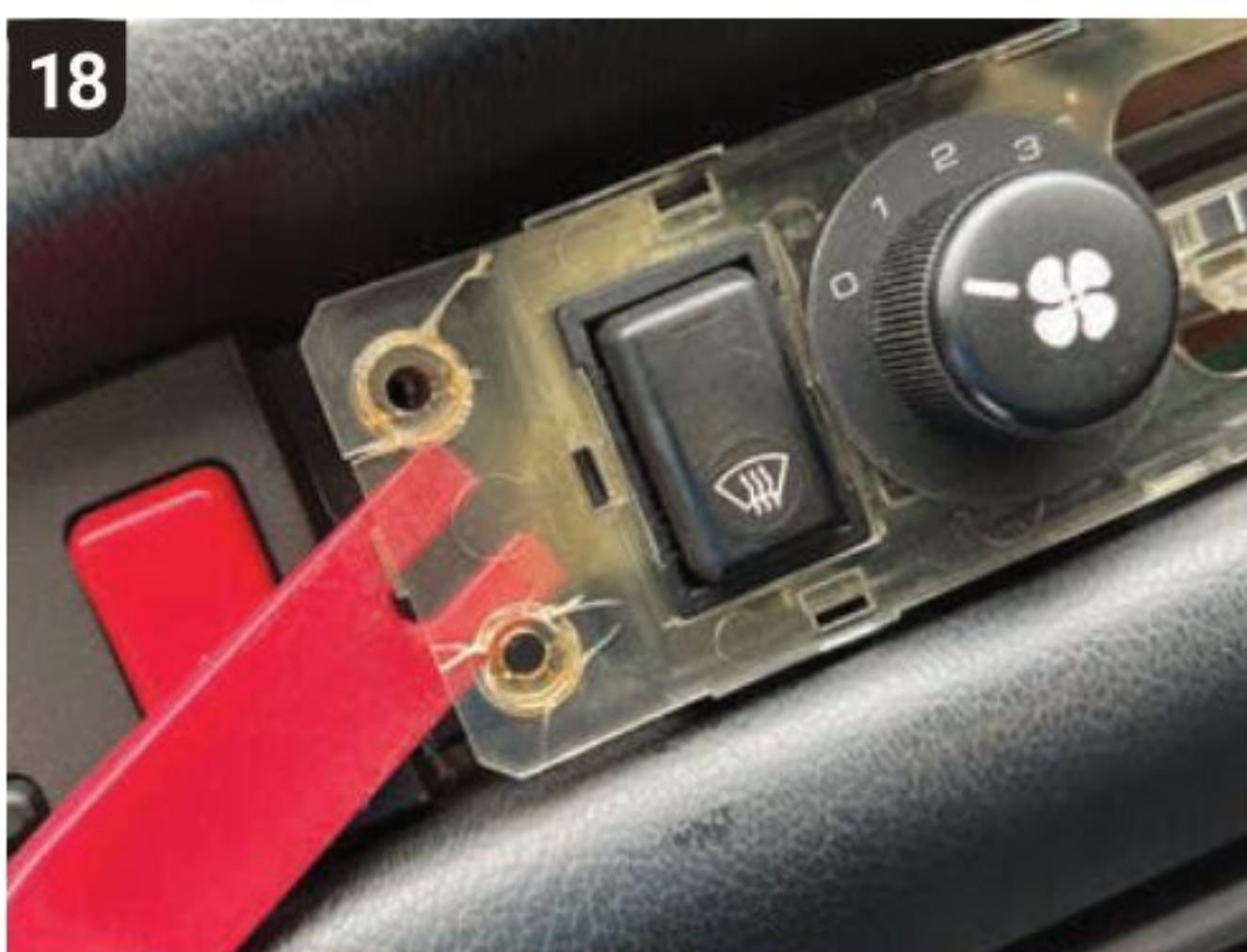
Gently slide the trim removal tool behind the stubborn end of the climate control fascia panel and slowly move the tool in the direction of the hazard switch until the fascia panel pops free.



Store the panel safely in readiness for reassembly.



This photograph shows how the passenger-side centre strip is fastened to the dashboard by the screws holding the climate control panel in place. They were clearly overtightened!



There are four screws holding the climate control unit to the dashboard. Two are at one end, two at the other. Remove them all and then use a trim removal tool to pull the unit forward a few millimetres.



Carefully pull the end of the passenger-side dashboard centre strip forward, allowing the lower air vent slider control to pass through the vent slot it is usually sitting proud of.



Work your way along the centre strip, applying light pressure to pull the panel free of the dashboard.



Working at the back of the panel (guitar player's fingers help!), unplug the cigar lighter.



There are three retaining tabs holding the hazard switch plug to its socket. Use your trim removal tools to gently lift each tab and pull the plug free.



You can now unplug the clock. To do so, apply pressure to the plug tabs (there is one on each side) and pull the clock free.



You're now ready to remove the clock from the passenger-side dashboard centre strip. Find a clean, flat surface to work on indoors.



The clock is held to the dashboard strip by two small crosshead screws and washers at the base of the white protective clock housing. Unscrew and keep safe for reassembly.



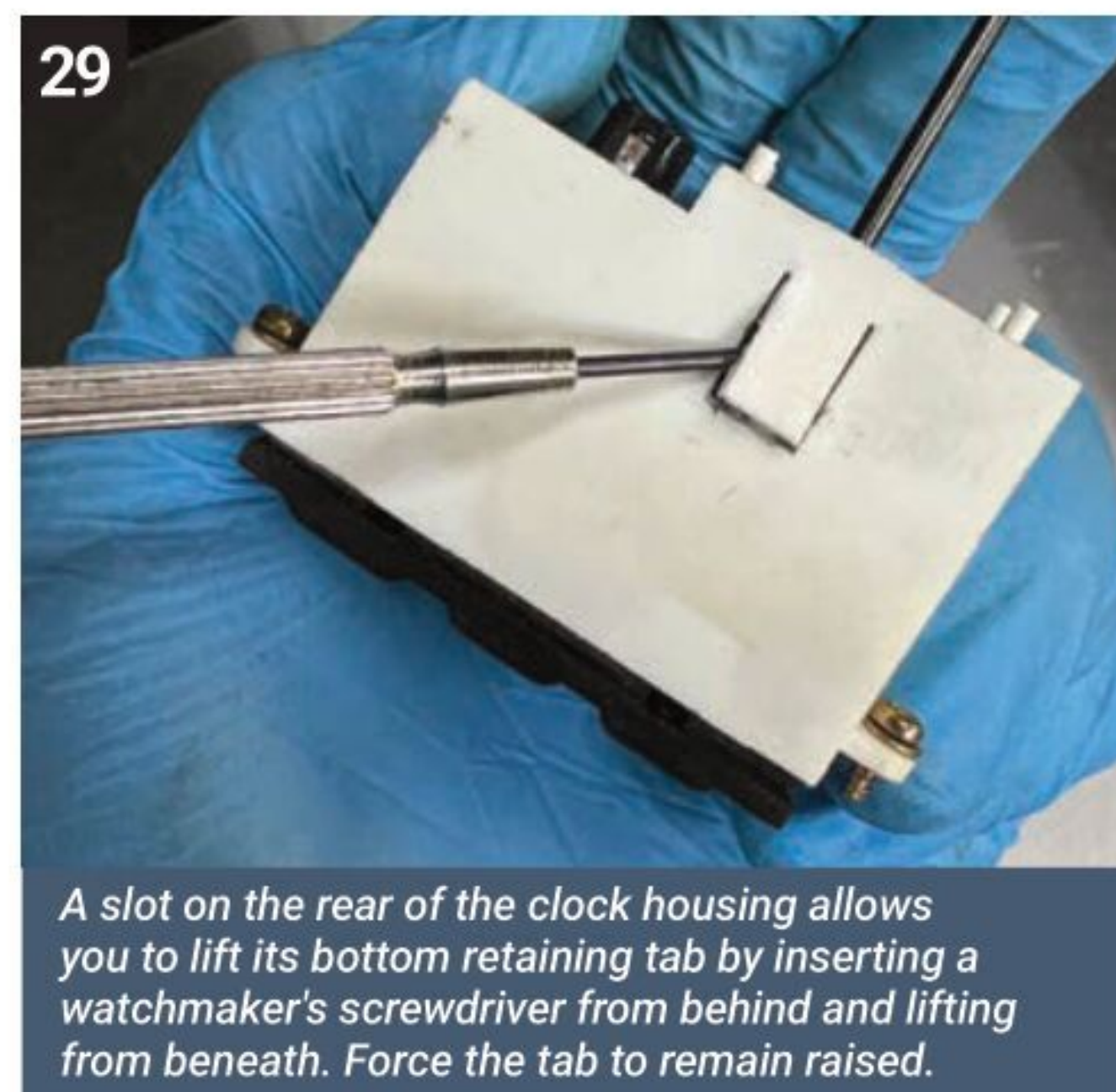
The top of the clock is held in place by adhesive-backed felt stuck to two retaining tabs slotting into apertures in the dashboard centre strip. Carefully pull back the felt and remove the clock.



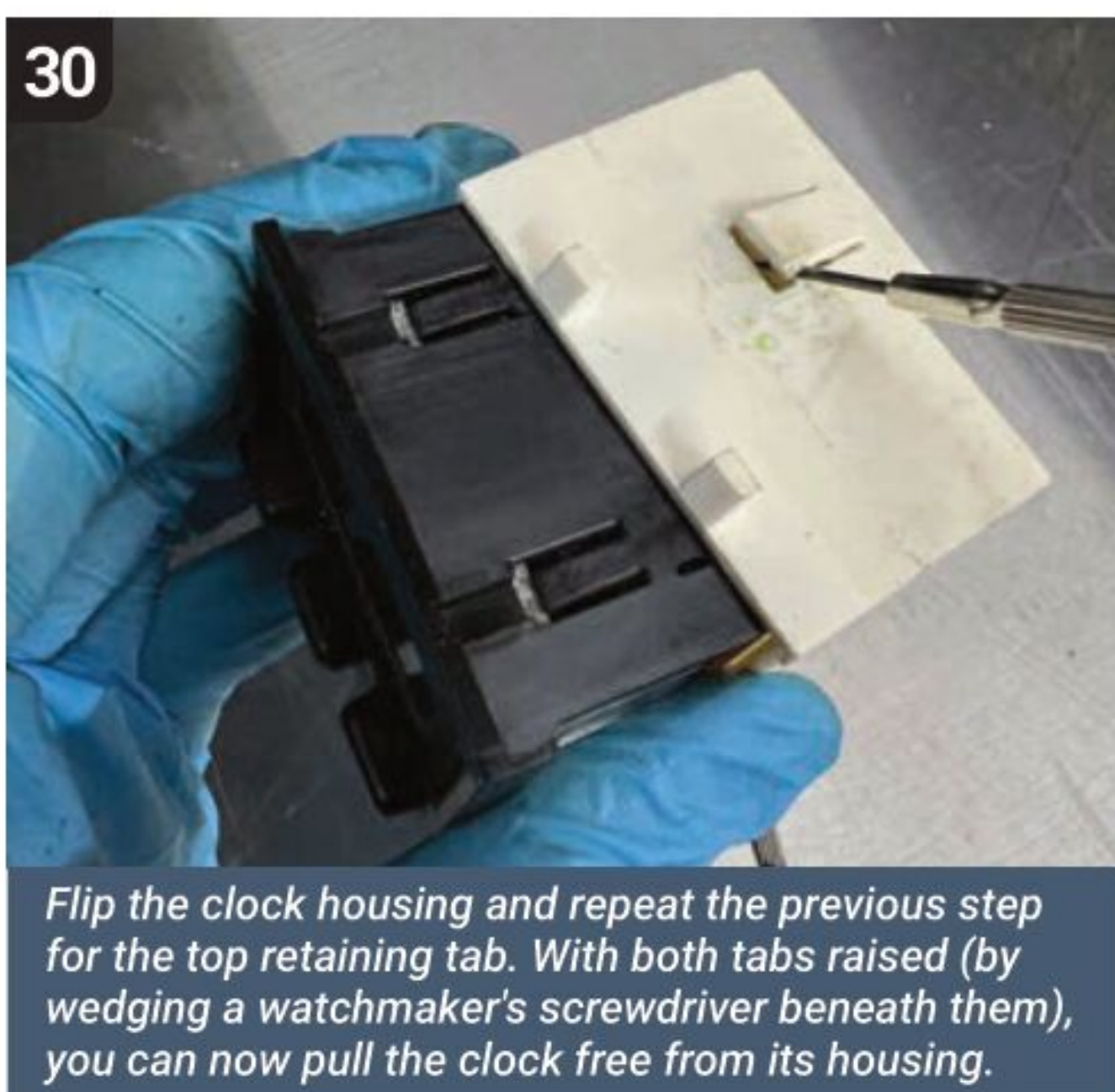
The clock is now free from the dashboard centre strip. Incidentally, in case you were wondering, the black item on the left is the clock's backlight bulb.



The damaged screen in all its grimy glory. Not exactly how it looked when my 968 Sport rolled off the Porsche production line in 1994.



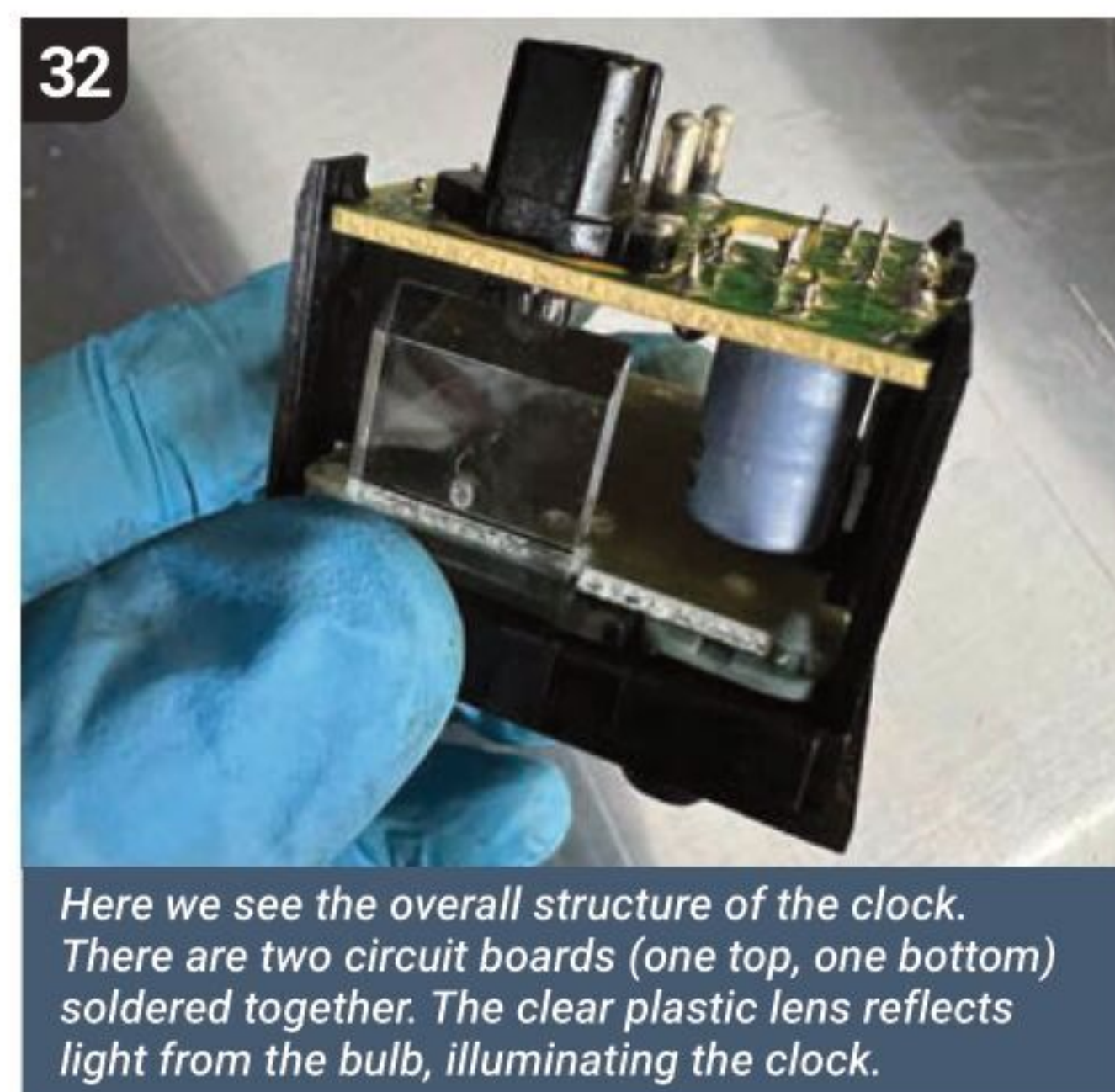
A slot on the rear of the clock housing allows you to lift its bottom retaining tab by inserting a watchmaker's screwdriver from behind and lifting from beneath. Force the tab to remain raised.



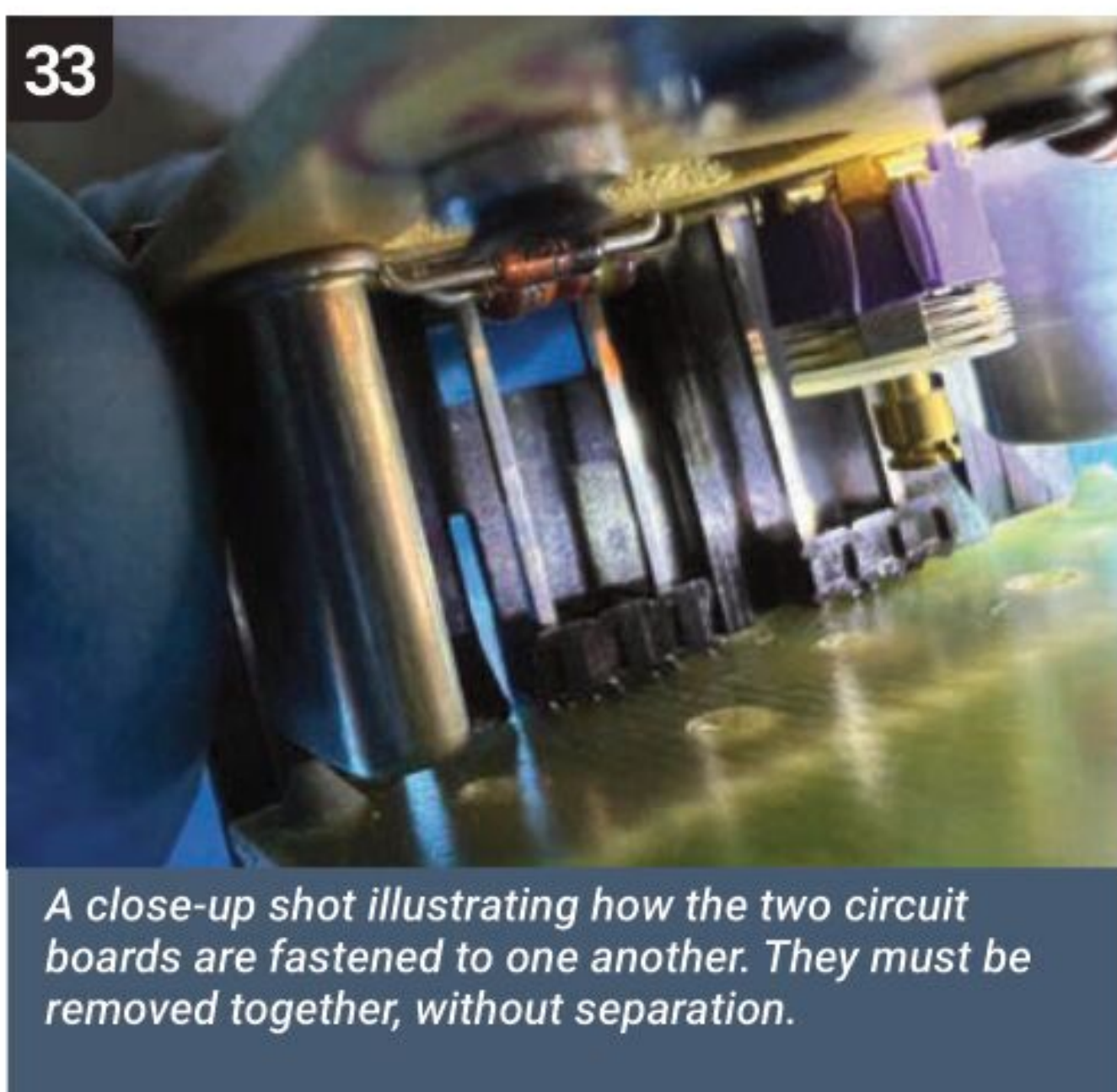
Flip the clock housing and repeat the previous step for the top retaining tab. With both tabs raised (by wedging a watchmaker's screwdriver beneath them), you can now pull the clock free from its housing.



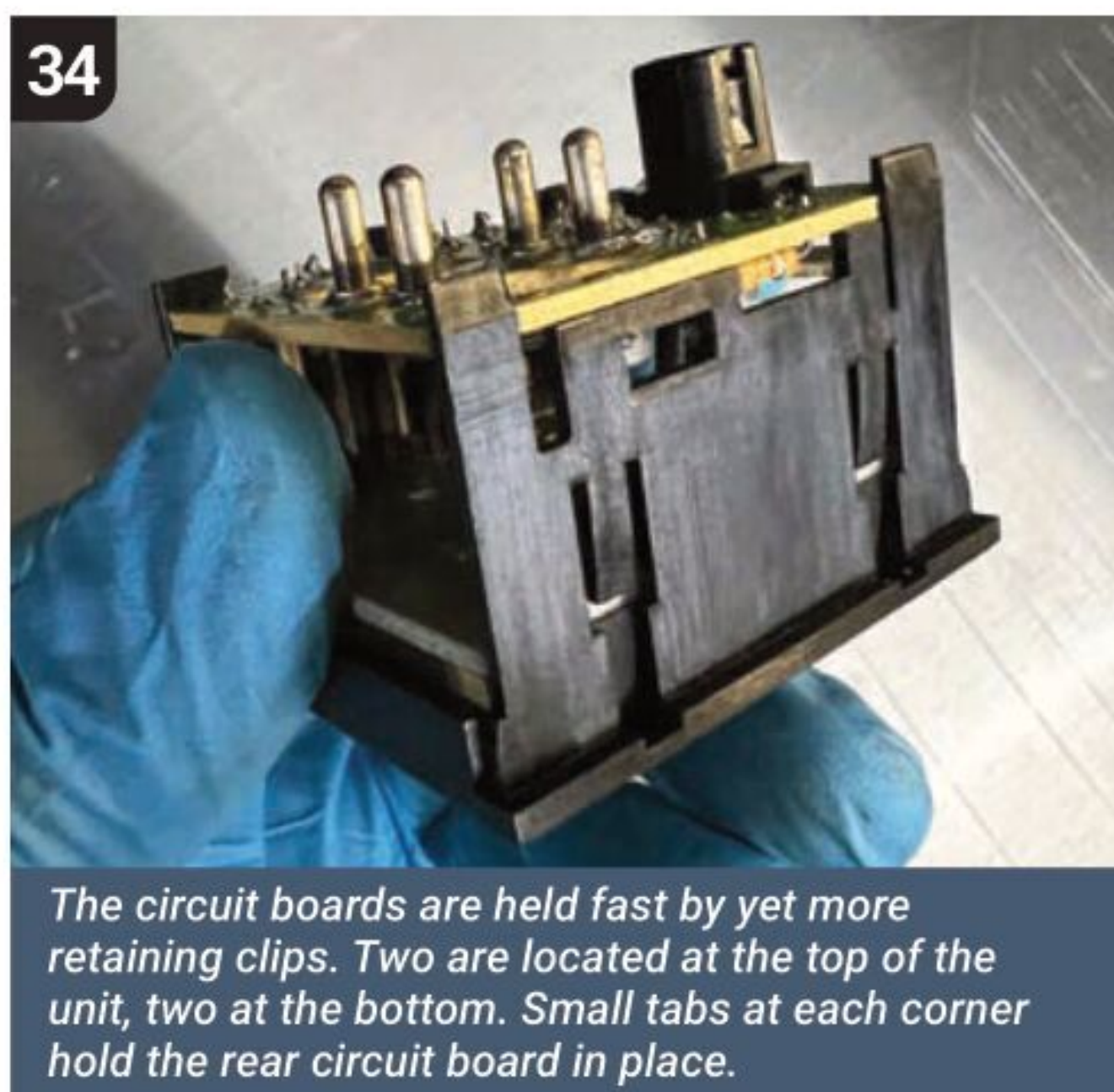
We now have the clock unit free of its protective housing and ready to be dismantled.



Here we see the overall structure of the clock. There are two circuit boards (one top, one bottom) soldered together. The clear plastic lens reflects light from the bulb, illuminating the clock.



A close-up shot illustrating how the two circuit boards are fastened to one another. They must be removed together, without separation.



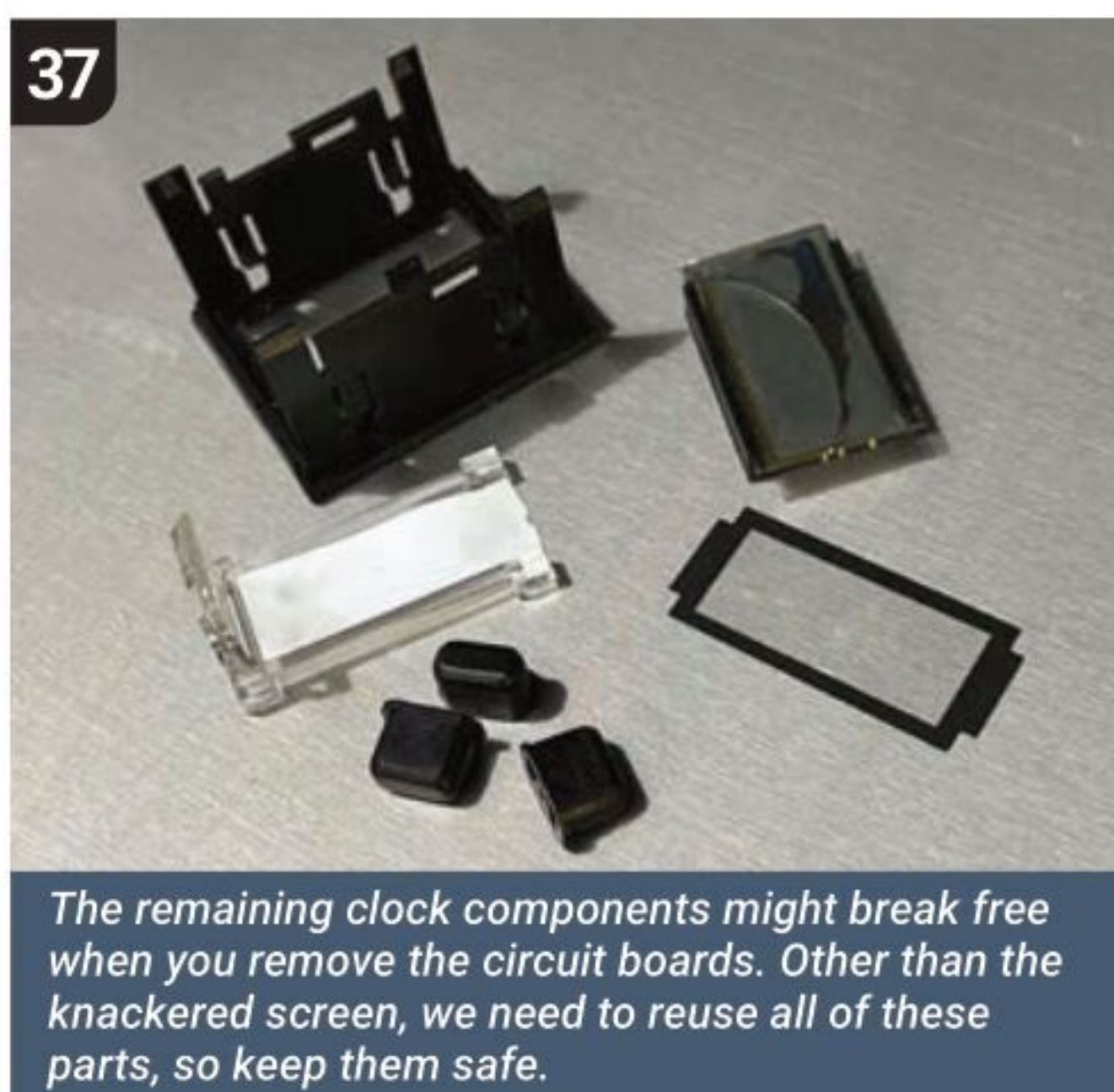
The circuit boards are held fast by yet more retaining clips. Two are located at the top of the unit, two at the bottom. Small tabs at each corner hold the rear circuit board in place.



Take a watchmaker's screwdriver and release each of the circuit board retaining tabs. As was the case with the protective housing, you may need to leave a screwdriver in place to force each tab to stay raised.



It's a fiddly job, but when the retaining tabs are released, pull the small tabs holding the rear circuit board in place and you should be able to release the complete circuit board assembly.



The remaining clock components might break free when you remove the circuit boards. Other than the knackered screen, we need to reuse all of these parts, so keep them safe.



It's highly unlikely the clock has ever been cleaned. Take the opportunity to spray antibacterial fluid around the circuit board housing and wipe the plastic dry with tissue.

39



Do the same with the clock's protective housing, then clean the clock's buttons. Up to four decades of grubby paw prints have been at work, after all!

40



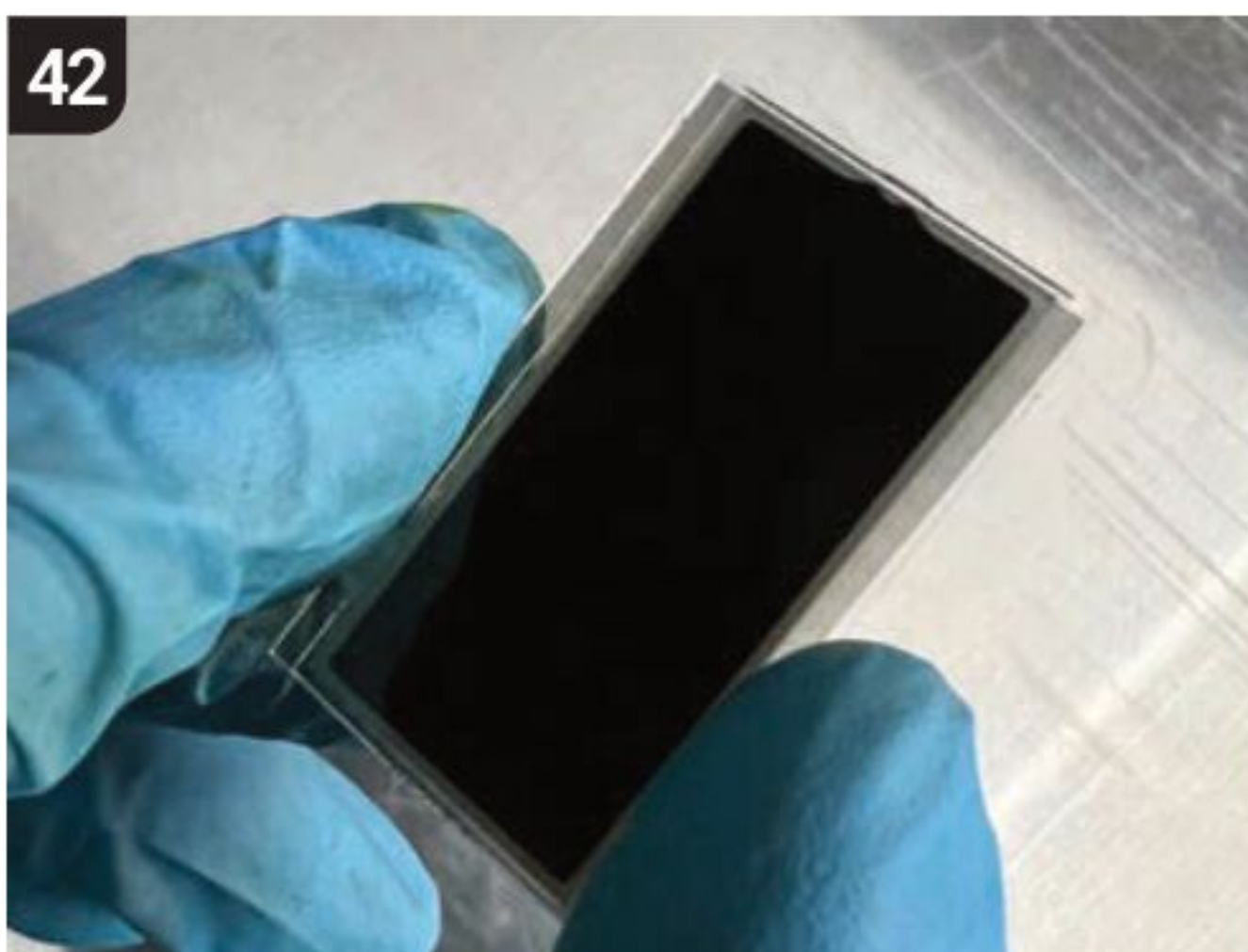
Here we see the clear clock lens and its reflective insert. Clean the lens, either with screen cleaner designed for use on LCD, TV and laptop screens, or by using the Design 911 kit's supplied alcohol wipe.

41



The screen foil is delicate. Take care when cleaning. As a suggestion, I recommend laying it on a piece of tissue and spraying with cleaning fluid, then folding the tissue and patting, rather than wiping dry.

42



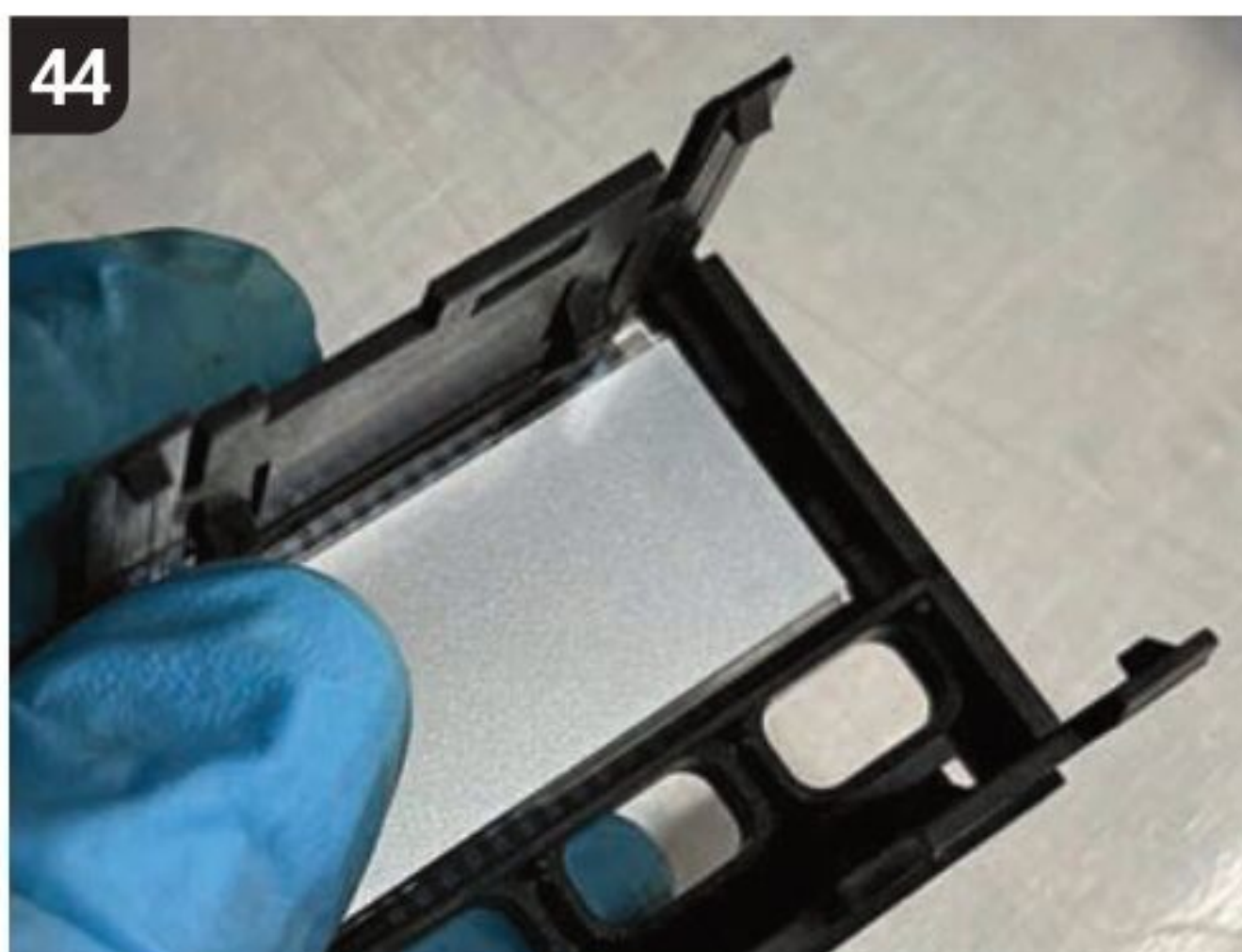
This is the new LCD screen. Carefully remove its protective film. Note how one end of the screen features a small bump in its screen pattern. This corresponds to a recess in the circuit board housing.

43



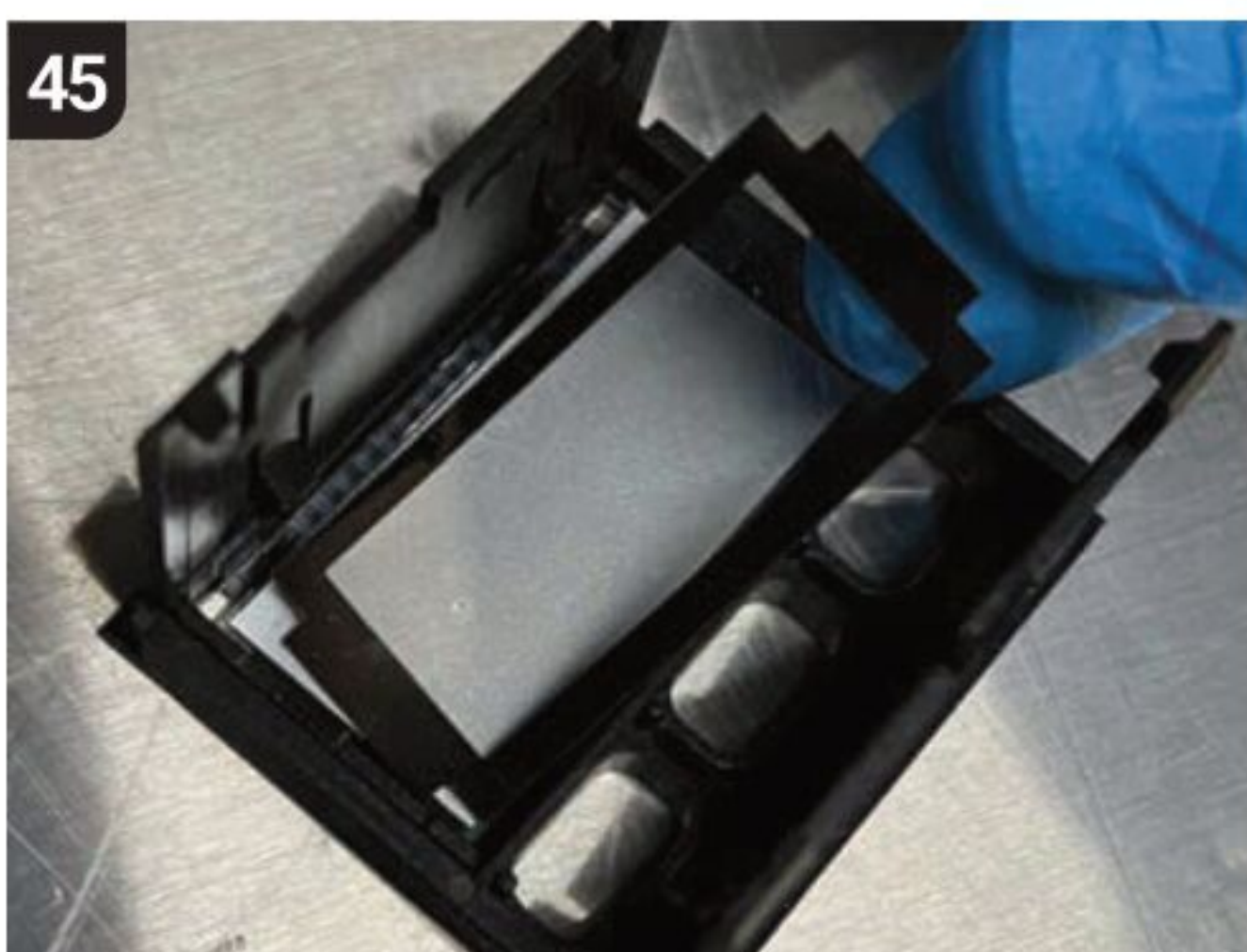
Here is the recess mentioned in the previous step. When installing the new LCD screen in the circuit board housing, make sure the recess and the screen pattern bump are paired.

44



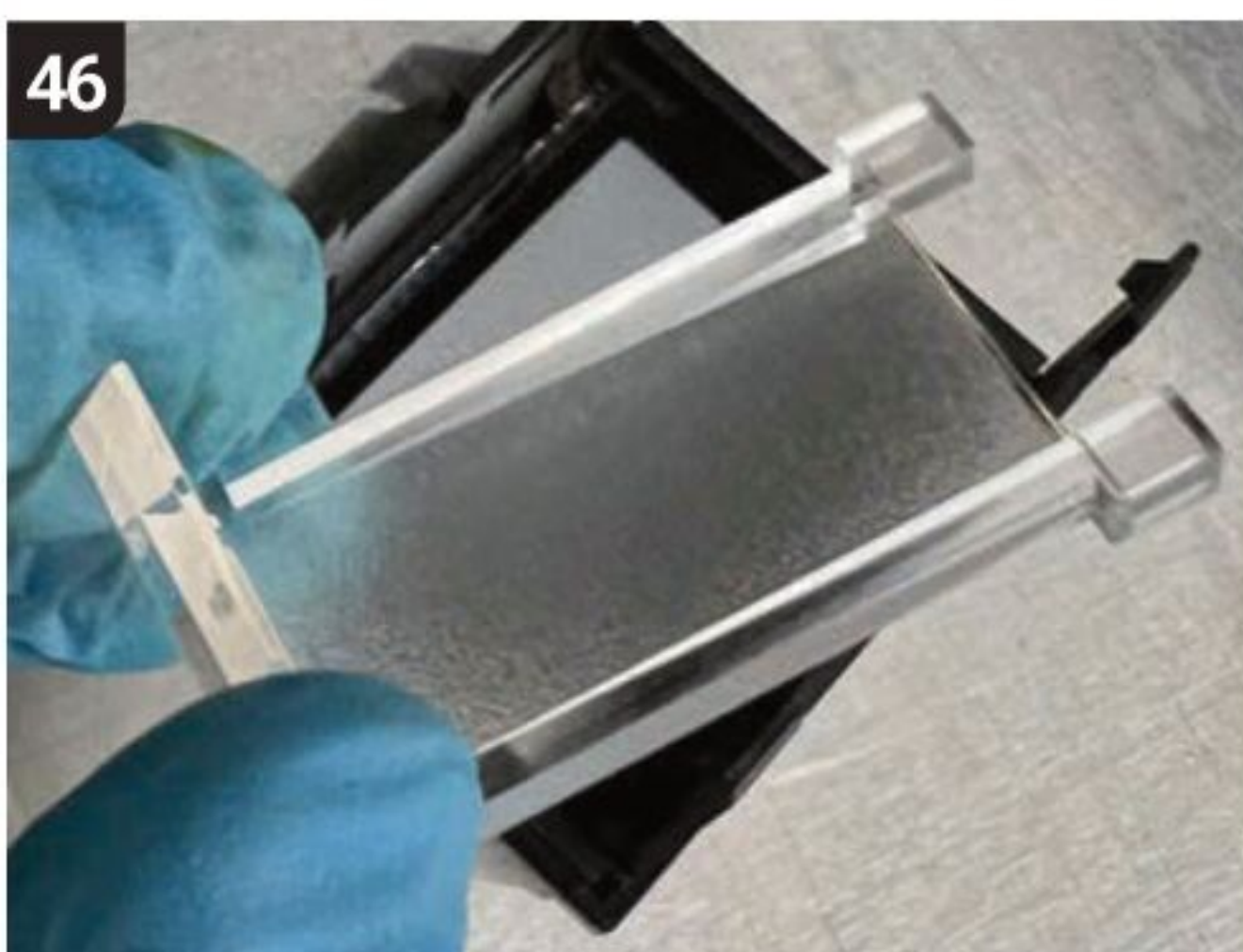
Slot the new LCD screen into the circuit board housing. Make sure the silver side of the screen is facing the rear.

45



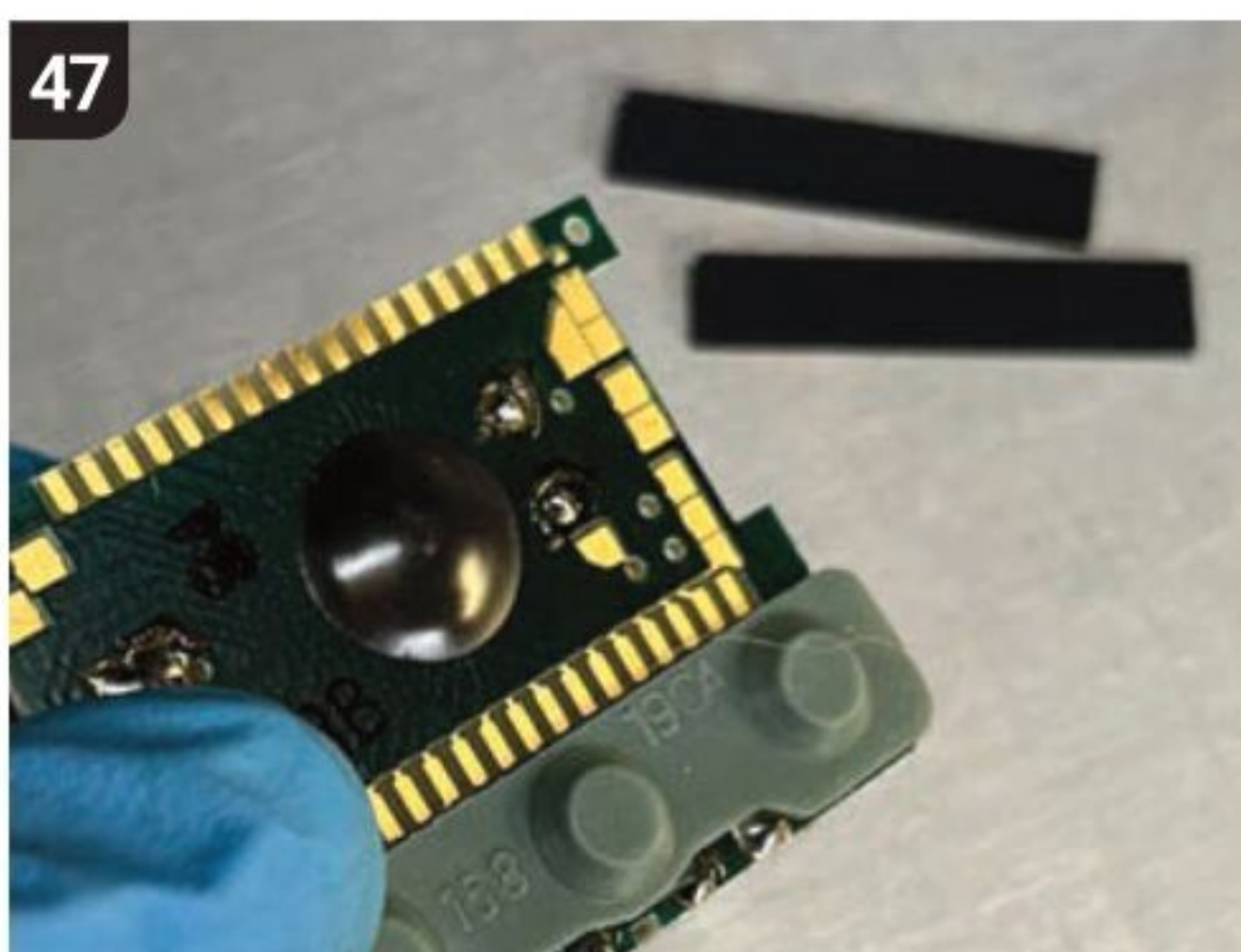
When dry, take the screen foil and lay it over the rear of the new LCD screen.

46



Next, take the clock lens and lay it over the screen foil. The raised end of the lens should be at the opposite end of the circuit board housing to the recess pictured in step 43.

47



The Design 911 kit comes with two new circuit board connecting strips. They link the LCD screen to the circuit boards. It's important the strips are clean and the circuit board has been brushed free of dust.

48



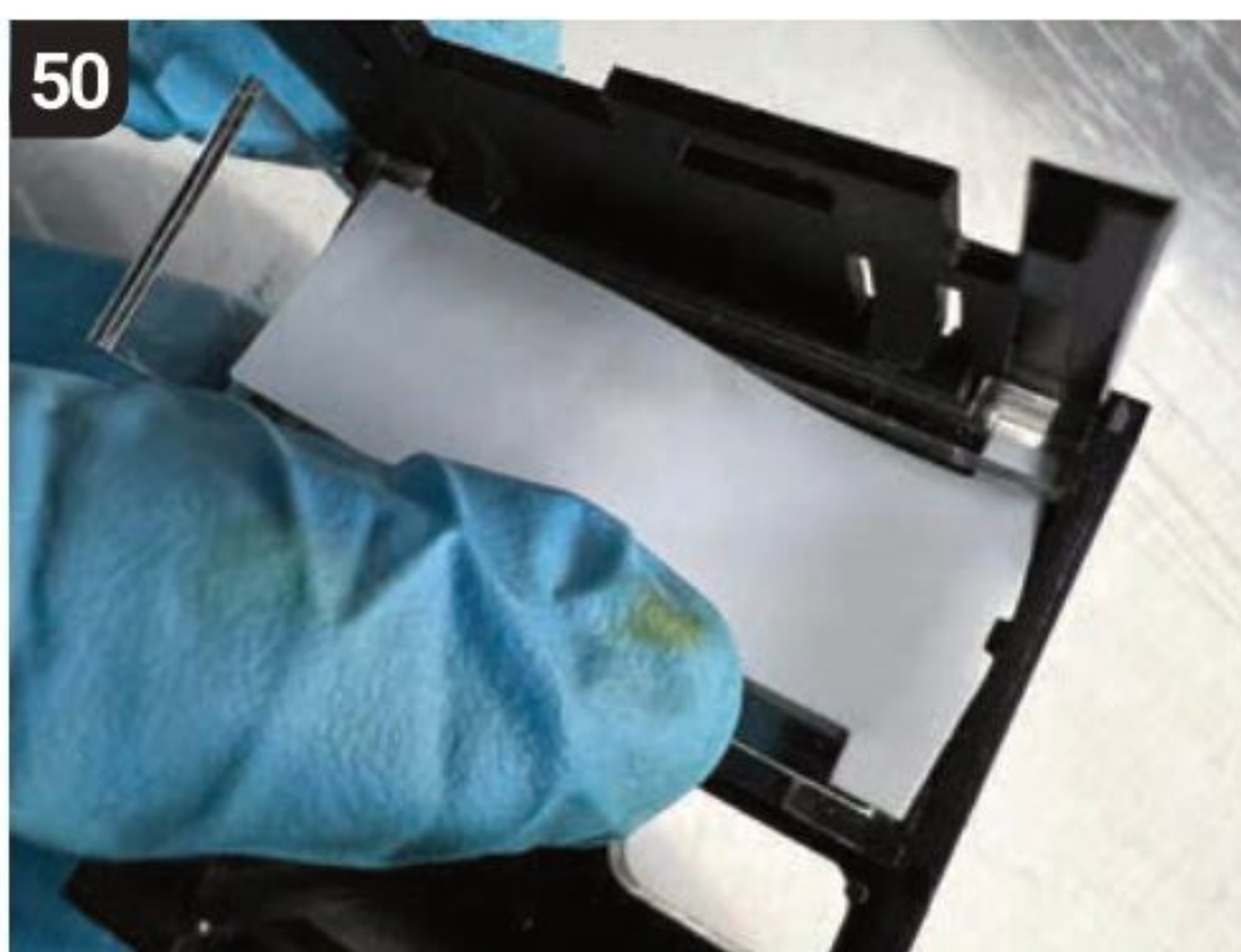
The connecting strips sit either side of the clock lens in recesses in the circuit board housing. Carefully insert one of the strips into the lower recess and push firmly into place.

49



All components are sitting loose at this stage, so try not to knock them free. Insert the second connecting strip, which should sit below the top of the circuit board housing's retaining tabs.

50



The reflective strip can now be installed. As you can see in this photograph, it features tabs at one end, which tuck beneath the clock lens. The reflective strip is delicate. Try not to bend it during installation.

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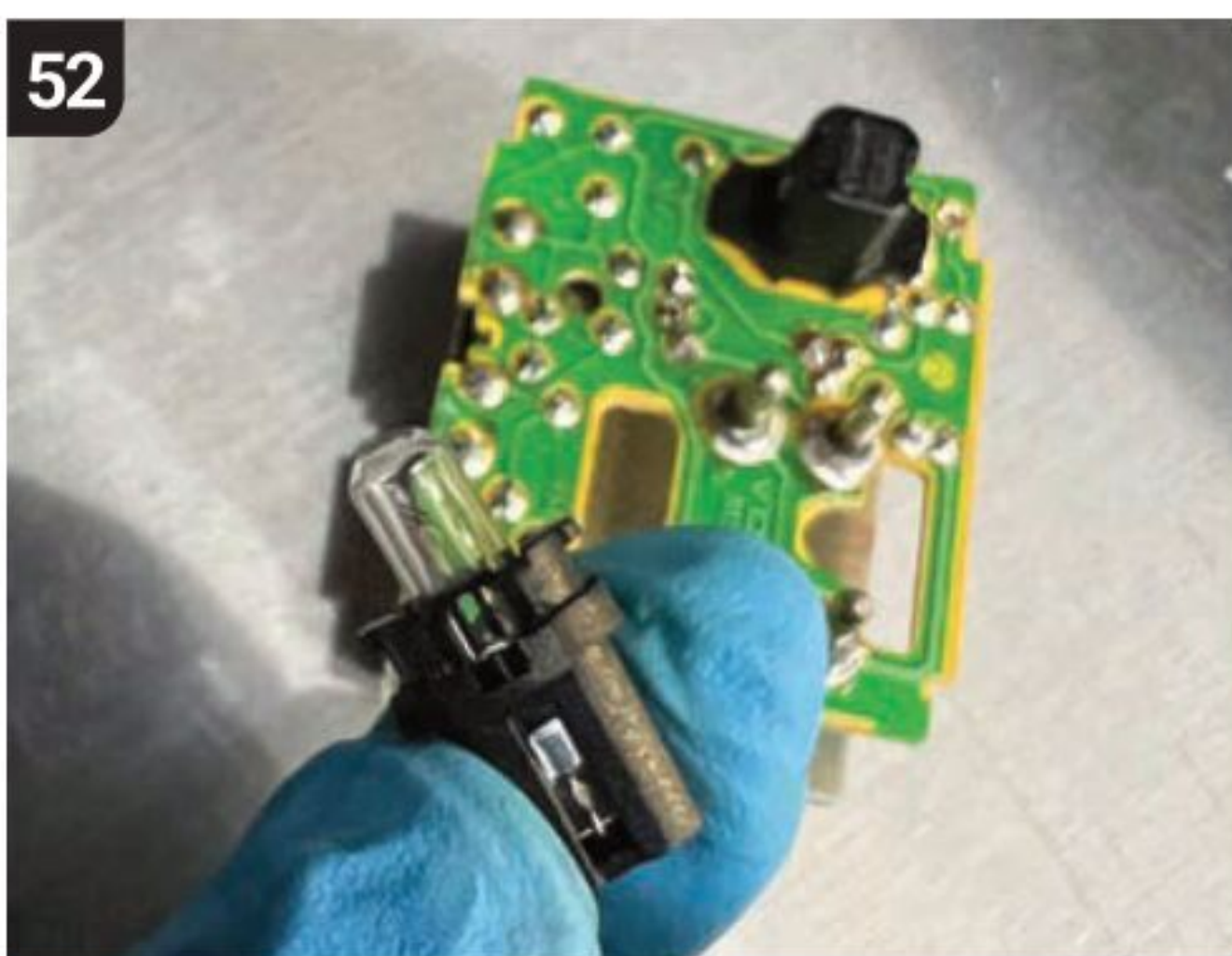
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51



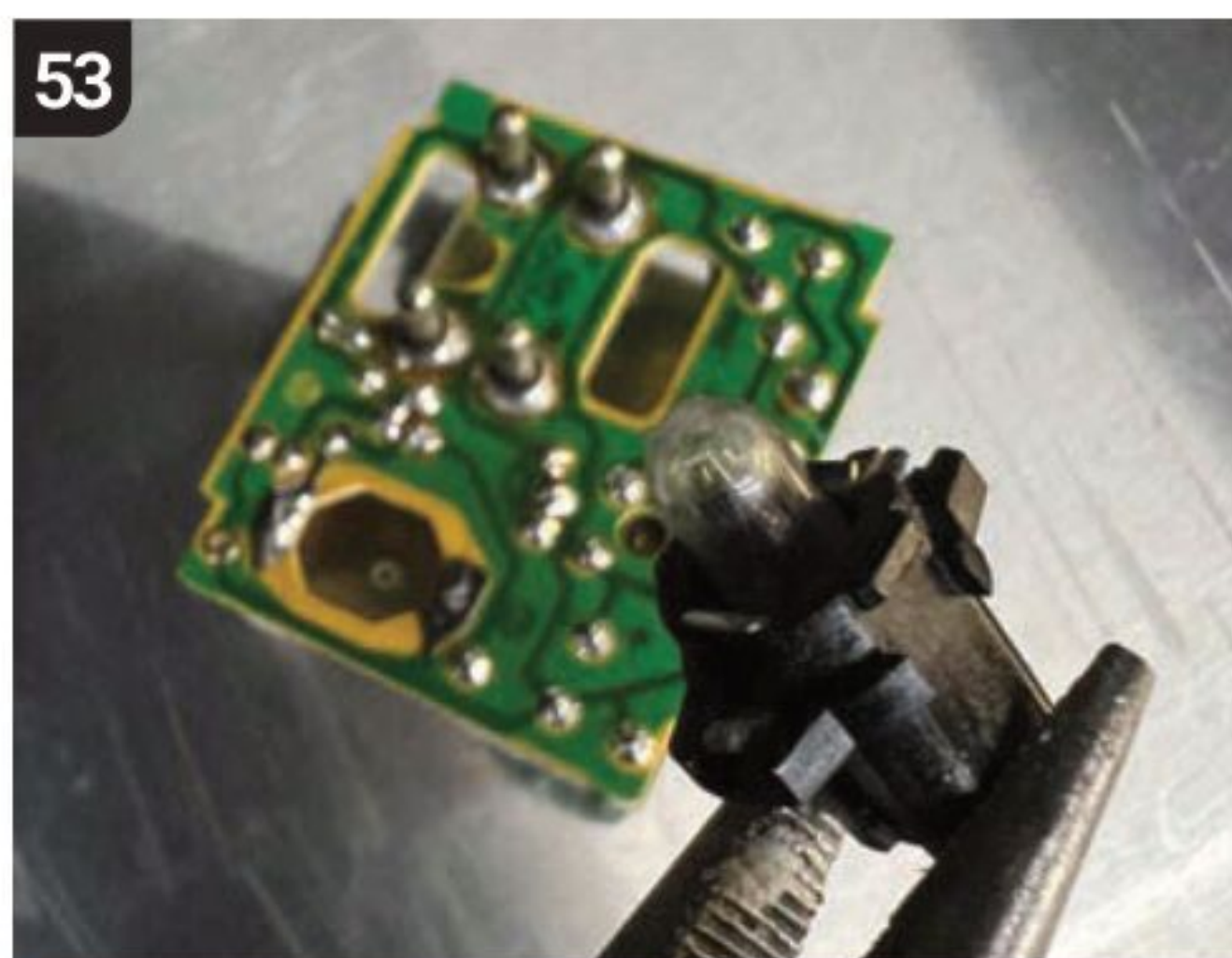
Reinstate the three buttons at the bottom of the circuit board housing. They'll only slot in one way, so don't worry if they fell out during disassembly and you didn't see how they were installed.

52



Put the circuit board housing and its contents to one side. We will now replace the clock backlight bulb. Helpfully, the Design 911 kit comes complete with a new replacement bulb.

53



In theory, removing the manky old bulb should be a simple case of rotating it counterclockwise ninety degrees and pulling it free, but the part is likely to be stuck. Use long-nose pliers to aid removal.

54



Install the new bulb. You're now ready to fit the circuit board assembly into its housing. Note how the front circuit board has a cutout corresponding to the raised end of the clock lens.

55



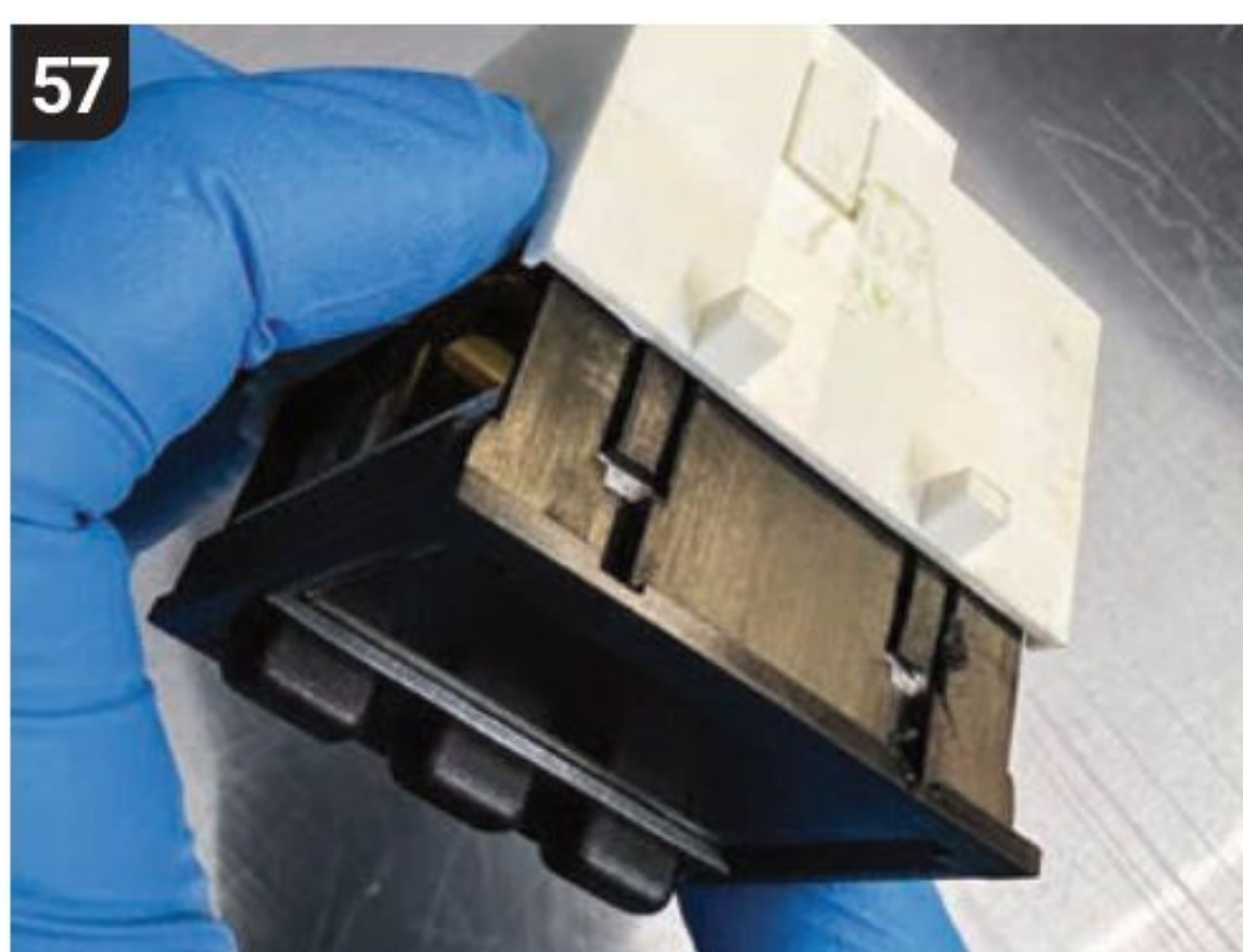
You need to insert the circuit board assembly and ensure it is firmly pressed against the connecting strips, whilst also positioning the front board below the retaining clips. This is the trickiest part of the job.

56



Your flathead screwdriver will prove useful. Use it to apply pressure to the front circuit board to ensure it is held in place by the retaining clips, thereby creating a firm bond with the connecting strips.

57



When all four retaining clips are tucked in behind the front circuit board, slide the circuit board housing into the clock's protective housing.

58



You should now have a fully functioning clock, complete with a screen as good as new. Before reinstalling into the dashboard centre strip, however, it's a good idea to test the clock is working.

59



Return to the car and plug the clock into the dashboard wiring harness. If all is working as intended, you should be presented with a choice of twenty-four-hour or twelve-hour clocks.

60



Press the clock buttons and work through each function, including setting the time and activating/resetting the lap timer.

61



If the clock is operating without fault, unplug it, screw it into the dashboard centre strip and reapply the adhesive-backed felt.

62



Head back to your car and refit the dashboard centre strip. As the late, great John Haynes used to say, refitting is the reverse of removal. Visit design911.co.uk for all your Porsche parts needs.

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We don't just write about and work on Porsches — we drive and live with them, too!

DAN FURR

944 TURBO, 997 C4S, 968 SPORT



My 968 Sport has been called into action as a daily during the past month. In truth, this is simply an excuse to get out and drive the thing as often as possible. My 911 is feeling unloved.



SEÁN MATTHEWS

996 CARRERA



A few mechanical hiccups have prevented me from enjoying my 996 Carrera in recent weeks, but it was back fighting fit in time for the recent cars and coffee meet at Porsche Centre Sheffield.



JOHNNY TIPLER

987 BOXSTER S



Considering how wet it has been of late, there hasn't been much chance to drive my Boxster with its roof down, which is, perhaps, why I am now having naughty thoughts about buying a 944 Turbo.



GARY CONWAY

957 CAYENNE TURBO



Back and forth to JTEK near Bristol with rare and exotic customer Porsches requiring the firm's superb underbody dry ice cleaning treatment, as featured in the October issue of *911 & Porsche World*.



CHRIS WALLBANK

981 GT4, 981 BOXSTER S

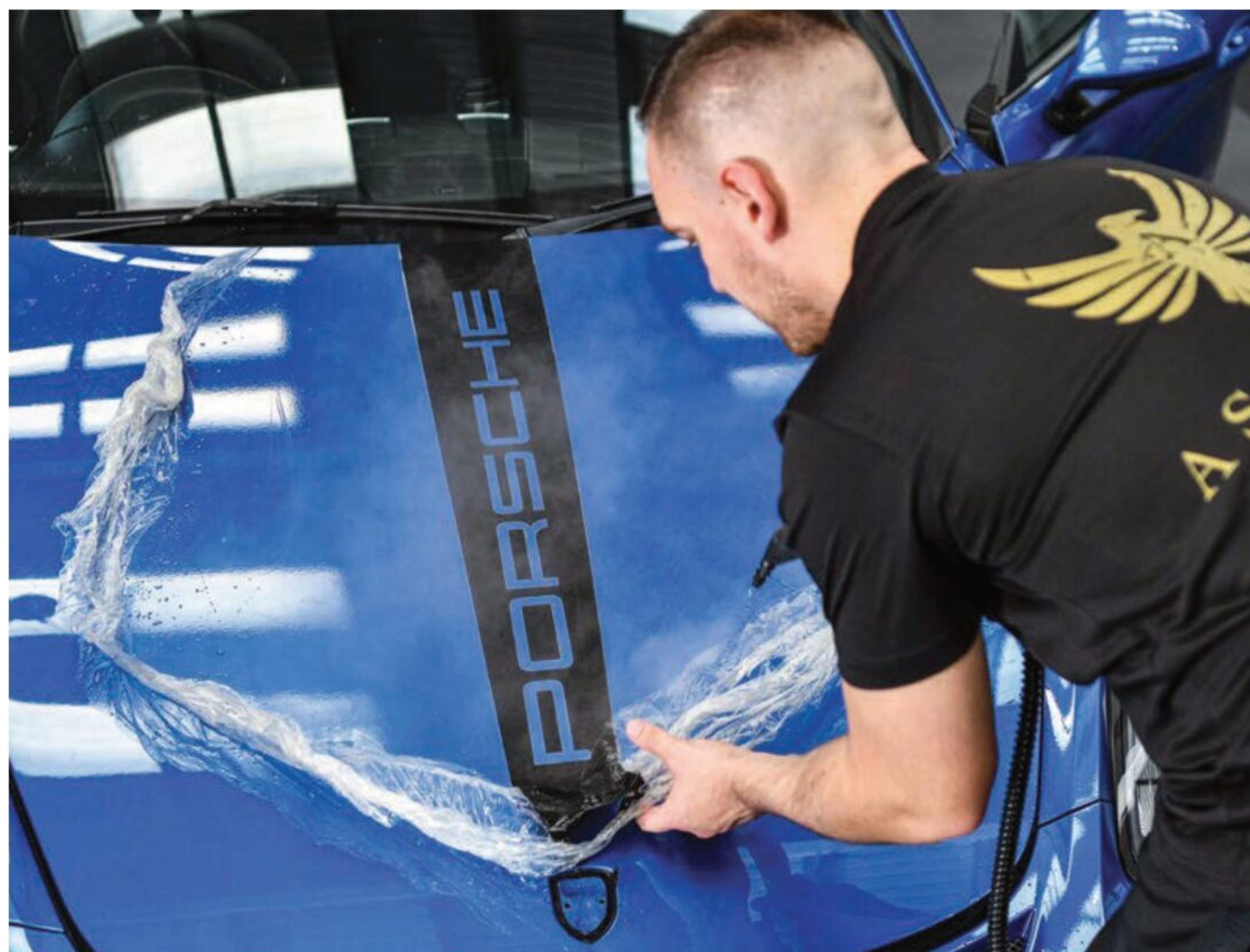


With my garage floor taken care of, it was time to welcome my new 981 Cayman GT4 to the fold. After a brief introduction to my 981 Boxster S, the car was whisked away for new paint protection film.



TOTAL PROTECTION

Wallbank takes his newly acquired 981 Cayman GT4 to Assetti Performance, a firm established by Boyzone singer, Shane Lynch...



Well, I've finally bitten the bullet and bought a 981 Cayman GT4, a car that's been on my bucket list ever since model release back in 2015. Between then and now, the GT4 has always been a little over my budget, but this stunning Sapphire Blue example, complete with relatively low mileage and fantastic history, came up at a price I simply couldn't refuse.

I'll go into great detail on specification of the car, why I decided to buy it (whilst I still own a 981 Boxster S) and my general thoughts on the 981 GT4 in a soon to be published 'fleet special' issue of *911 & Porsche World*. Suffice to say, one of the reasons I was able to buy this car a little cheaper than the market average was the condition of the old, poorly fitted paint protection film (PPF), which had been applied to the full front end of the car, including the bonnet, bumper, wings and door mirrors.

I was led to believe it had been in place ever since the car rolled out of the dealer showroom, which meant the

film would be more than six years old. It was certainly showing its age, failing along its edges. Additionally, its general appearance and quality of reflection was absolutely terrible, especially when compared to the rest of the car. Moreover, the film exhibited very aggressive 'orange peel', which could easily be mistaken for a very poor front end respray. I was praying the film had done its job and that there was factory fresh paintwork underneath, which I could protect again with new PPF.

Until now, I've had no previous experience with PPF on any of my cars. Research to find the best material to replace the old began. More importantly, I needed the right company to take care of the work — the overall quality and longevity of PPF is largely dictated by how well the product is applied.

After speaking to numerous Porsche GT owners at various events, the majority seemed to have Xpel Ultimate Plus fitted to their cars. I have to say, I was blown away by this product's quality and appearance. I couldn't tell the difference between a panel with and without the film applied. It is practically invisible to the human eye! The company responsible

Above Original gloss-finish bonnet stripe was under the old PPF and came off during the removal process, whereas the new satin stripe has been applied on top of the new film



Top Thorough decontamination and an optional machine polish ensured the perfect surface to work with in advance of the new Xpel PPF being applied

Above Old PPF looked unsightly, with edges peeling and an 'orange peel' effect throughout

Right Chris badgers Shane Lynch with suggestions for the two to form a new power ballad duo

for applying the material to a particularly stunning 911 GT3 RS I encountered is Assetti Performance, established by Boyzone singer and bona fide petrolhead, Shane Lynch, and located in Ellesmere Port, Cheshire. I soon discovered the business is trusted to look after all of Porsche Centre Chester's PPF work. With this in mind, it was obvious my GT4 would be in safe hands.

Following an informative chat with Assetti technician, Matt, I booked the car into the firm's earliest available slot. I was told the process would take a full day and the car would need to be left on site overnight for the material to settle.

The first job for the Assetti team was to remove the old PPF. This is a slow and painful process which has to be undertaken with care, using a steam gun to aid removal. It was a nerve-racking time for me – in the unlikely event some of the paint underneath wasn't original, the film could lift the paint clean off. Luckily, the old PPF came off without bother, revealing unmarked Sapphire Blue paint beneath. A huge relief!

The factory Porsche bonnet stripe decal did lift with the film, however, though Matt had already warned this would most likely be the case. In anticipation, he'd made a brand-new stripe finished in Satin Black (rather than gloss) to match the matte black wheels. In my opinion, this is how things should have

been from factory. Incidentally, the new satin stripe was applied over the Xpel PPF for a much better finish.

After removal of the old film

THE CAR WAS MOVED INTO ASSETTI'S CLEANING BAY FOR A FULL DECONTAMINATION WASH

was complete, the car was moved into Assetti's cleaning bay for a full decontamination wash, which removed wax, dirt and any old glue residue on the bodywork. This stage of the process was then followed by an optional

machine polish to remove any further imperfections. The GT4 then went into Assetti's meticulously clean PPF fitting studio. The car was great in company

– the adjacent bay was occupied by a stunning Riviera Blue 991 GTS, which was in the process of having PPF applied to its entire body. There was a brand-new 718 Cayman GT4 RS present, too. This stunning Rennsport was

also being treated to full body protection.

Assetti's master PPF technician, Dan (boasting an impressive ten-plus years experience in the field), set about preparing all surfaces with an alcohol-based paint cleaner to ensure a squeaky





clean surface free of any contaminants, thereby providing the best possible adhesion for the new PPF. The bonnet was first on his hit list.

Xpel Ultimate Plus is applied wet, allowing it to be moved precisely into place. It is then smoothed out in order to create the perfect finish, which is best described as having a pin-sharp reflection. Watching the process unfold, I became aware of just how much patience and skill is involved in the application of PPF, especially when it comes to more detailed and contoured areas of a car, such as my GT4's aggressive front bumper.

IN THE ZONE

Whilst the team moved along to the wings and door mirrors, I had a chance to chat with Shane, who took time out to demonstrate some of the incredible benefits of the Xpel paint protection film. The most impressive of these is the material's resistance to heavy scratching and its self-healing properties. This is proven on Assetti's black 992 GT3 demonstrator... by taking a wire brush to its front end! I cringed at the sight of what looked like destroyed bodywork, but with just a few passes of a heat gun,

the scratches completely disappeared. It's hard to believe until you see this happening in person, but the Assetti

SCRATCH RESISTANCE IS WHAT MAKES PPF SUCH A POPULAR CHOICE AMONG PORSCHE OWNERS

website (assetti.co.uk) now features a video demonstrating the product's self-healing properties at work. Check it out.

Combined with protection from stone chips and UV light, scratch resistance is what makes today's PPF technology such a popular choice among Porsche owners, especially those in charge of GT cars, which will almost certainly see a track some point. PPF offers a level of protection that simply can't be provided by ceramic coating, though it's true to say you can achieve the best of both worlds by applying a ceramic coating after PPF has been installed.

I was absolutely blown away with the results. When compared to the old PPF, the difference is simply staggering. The car looked as though it had just rolled out of the factory, an impression helped

by the clinical white studio setting. I can't fault the workmanship. In fact, the service I received from the entire team at Assetti was top-notch. The company's prices are very competitive, too. It's also worth mentioning the firm's facilities house a one-stop shop for Porsche tuning, including live mapping on a Porsche-approved Maha rolling road. Exhaust, wheel and tyre upgrades are also available for

Porsche sports cars at Assetti. There's a very strong chance I'll be returning for a bespoke GT4 remap. More next month. ●

Above The Xpel film is hardly detectable, leaving the car looking as fresh as it did when new

Below Assetti Performance is a magnet for Porsches



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Don't have the patience for the long and drawn-out process of a classic 911 restoration? Save yourself the hassle with this fresh 911 SC backdate powered by a 3.5-litre twin-plug flat-six...

Canford Classics is a name many of our readers will know, such is the reputation of the Dorset-based company's air-cooled 911 restorations. It makes perfect sense, then, that architect, Craig Sheach, would commission the Canford crew to build his dream air-cooled 911. Based on an SC liberated from one of the UK's best privately owned collections of rare and historic Porsches, the beautiful blue backdate is a mix of oversized flat-six, exquisitely modified bodywork and the dismissal of absolutely anything not directly benefiting the driving experience. Think Club Sport. No, think GT3. In an F-series package. And it could be yours.

Yep, having collected the car from Canford Classics in July and subsequently enjoyed driving it on a road trip across mainland Europe, Craig is gagging to start his next 911 build, meaning the blue belter you see here is up for sale. Specifically, it's being offered by Neil

to improve weight distribution. Meanwhile, the fully rebuilt 915 gearbox benefits from a competition clutch, a 911 Turbo (930) sideplate and a Quaife ATB limited-slip differential.

Every suspension component has been replaced or refurbished, including the Bilstein dampers. The same treatment was applied to the braking system, which not only makes use of a new master cylinder, spreaders, bows, handbrake elements, DOT 5.1 race fluid, pipes, tubes and lines, but also new Carbon 12 RSR six-piston (front) and four-piston (rear) calipers loaded with 300mm and 290mm discs respectively. The rotors are clamped by Ferodo fast-road pads. There's no ABS and no servo, but all told, this is an immense amount of stopping power for a 911 weighing just 1,002kg with all fluids and a quarter-tank of fuel. The anchors are difficult to spot mind, hidden as they are behind those staggered white Fuchs wheels and fat Avon CR6ZZ tyres.

Canford Classics blasted the body shell and all panels to bare metal before the

THERE'S 100BHP PER LITRE ON TAP, WITH PEAK POWER COMING IN AT 7,200RPM AND A USEFUL 287LB-FT TORQUE REALISED AT 4,800RPM

Dickens and Charles Reis, founders of The Hairpin Company, a Wiltshire-based premium sports car retailer known for the high number of rare and exotic Porsches to pass through its doors. So, what will you get for your money?

Let's start with the engine. There's 100bhp per litre on tap, with peak power coming in at 7,200rpm and a useful 287lb-ft torque realised at 4,800rpm. The redline is set at 7,800rpm.

The key ingredients comprise 102mm Nickies barrels, 10.5:1 J&E pistons from LN Engineering, Carillo connecting rods, a Carrera 3.2 oil pump, Borla EFI throttle bodies, K&N air filters, a lightweight flywheel, Magnecor ignition leads, a hundred-litre fuel tank, ARP fasteners and a Sytec adjustable fuel pressure regulator. Fuelling is managed by a DTA standalone ECU, while a bespoke handmade twin-outlet exhaust promotes better gas flow. The standard heating system is replaced by a Webasto heater located at the front of the car, its position intended

intensive process of reassembly, which was executed with a high number of custom touches over a two-year period.

The roof, for example, got the expected sunroof delete, but now carries a bespoke hand-shaped curve to emphasise the coupe profile, bolstered by the shaving and rounding of rain gutters. Four days were spent crafting the custom horn grilles — the width of the metal surrounding the subtle black mesh inserts precisely matches the height of the custom splitter at the base of the bespoke front bumper. At the other end of the car resides a GRP 911 S/T rear bumper reshaped to follow the profile of the lightly flared rear wheel arches. An original 1972 911 S aluminium deck lid has also been fitted.

In the cabin, custom Nappa-trimmed sport seats and a rare Tactio Viceroy steering wheel steal the show. This is a fabulous backdate providing its next owner with instant adventure. Enquire at thehairpincompany.co.uk. ●



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PORSCHE 3400



2012, 66000 miles, £66,000. Registered in 2012 this Porsche Boxster S 981 series is fitted with the desirable PDK 7 speed gearbox. Powered by the 3.4 litre flat 6 cylinder 'Boxer' engine, it is one of the last models available with this 6 cylinder engine, producing 315 bhp. Finished in Platinum Silver metallic paintwork with a contrasting black leather interior. Please call 07577 575770, South East. (T)

113397

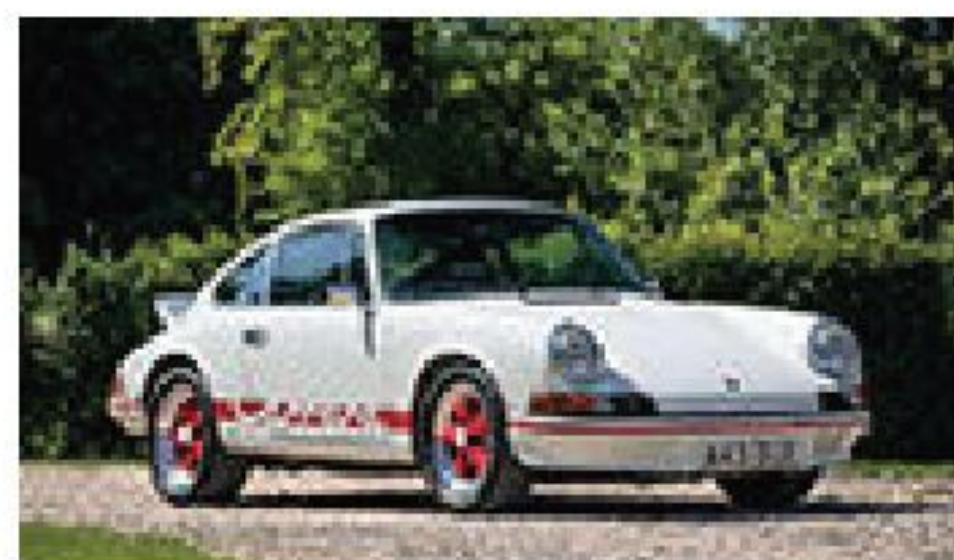
PORSCHE 911



2012, £54,995. 2012 PORSCHE 911 CARRERA 991. Finished in unmarked Carrara White with Black Hide PDK 7 speed transmission with steering wheel paddles. Specifications include Sat Nav, Cruise Control and Launch Control, Climate Control, Heated Seats and Rear Park Assist. 66,000 miles with Porsche Dealer Stamps at 6231 miles, 22951 miles, 50,139 miles and 58,716 miles. Comes with all the original Porsche Book Pack in the leather wallet, invoices for all the services etc. Exceptionally well looked after example with a very good Specification. Free delivery to England, Wales or to any UK port. International transportation can be arranged. Part exchanges of both classic and modern cars welcome. Please call 01485 541526, South East. (T)

113651

PORSCHE 911



1984, £89,995. From 1984 this 911 RS tribute utilised a C16, right-hand drive 3.2 Carrera Coupé as its starting point. Specifically, this was a healthy well-serviced example with a good history file. This tribute car presented here pays homage to the legendary 1973 2.7 RS, echoing that famous silhouette very well, and was professionally built. Please call 01798 874477, South East. (T)

116683

PORSCHE 911



£99,840. Previously supplied by ourselves in 2019 to the current keeper, this is a GT3 we know well and adore. The comfort spec cars are just so easy to live with and are just as happy on the dual carriageway as they are on track. This example was specified with Axle Lifting system making for a GT3 you really could drive round a city centre as easily as with a Ford focus. Please call 01229 486315, North West.

112557

PORSCHE 911



2003, £69,950. The vehicle has a service record full of stamps from both Porsche Main Agents and independents. The vehicle will be re-serviced and inspected at Jasmine Porsche prior to delivery to the lucky new keeper. The car has just sailed through an MOT with no problems at all. The 996 Gen 2 GT3 is a rare car to begin with, with only 240 right hand drive cars making it to the UK, but this car is even more rare as the previous keeper reliably informs me, there was only between Five and Ten units produced in Cobalt Blue metallic. Please call 01229 486315, North West. (T)

112558

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PORSCHE 911



£107,950. This car has just been released from the private collection of one of our very best clients and friend of the business. The car must be viewed in order to fully appreciate. The history file is just enormous and contains receipts for recent works carried out by our client totalling £40,000. As such, this is a turn key operation, nothing to sort, nothing to do but just drive and enjoy. The driving experience is superb to this day. Please call 01229 486315, North West. (T)

112561

PORSCHE 911



1977, 100 miles, STOLEN! 1977 Porsche 911, VIN: 9117300972, Registration: 90 FF, Guards Red with black leather, Fuchs alloys, sunroof. STOLEN from Battersea, London, evening of Monday 25th July. Any information please contact Metropolitan Police and owner at sr_313@outlook.com. Greater London

115786

PORSCHE 924



1987, £5,700. Porsche 924S white, 2479CC MOT expires 15/8/2023. Registration 1/8/1987, Good runner. Went to Silverstone classic this year. Good car for 35 years old. Please call 01600 860791, South East.

116943

PORSCHE 924



1987, 85137 miles, £8,250. Colour Marachino Red Metallic. Interior trim cream Porsche script. Cream carpets with grey overmats. Electric sun roof. Blaupunkt radio CD. New spare tyre C/W jack and wheel brace. Porsche Certificate of Authenticity. Please call 01373812613, South West.

112265

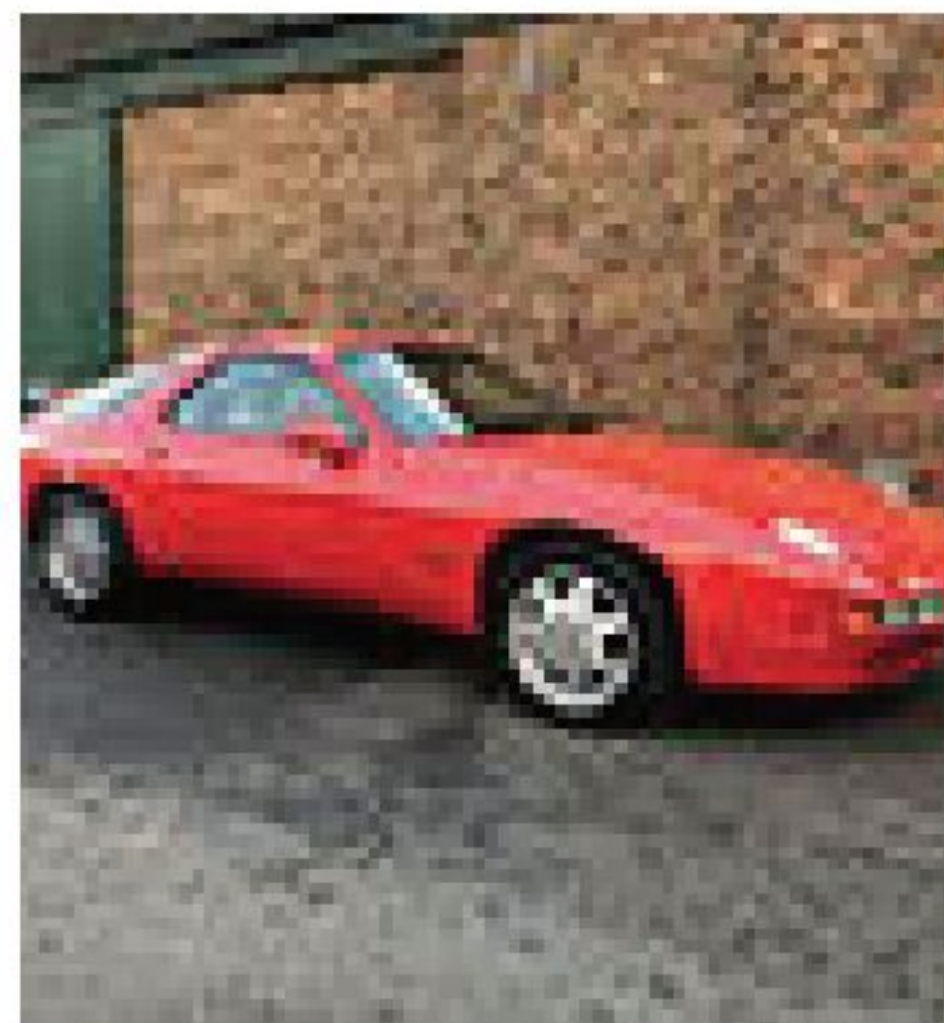
PORSCHE 928



1990, 165000 miles, £299,928. Porsche 928 S4 auto 1990. Restored by Porsche Portsmouth and Porsche approved Poole body shop for Porsche UK 40 YEARS AT THE FRONT DEALER COMPETITION IN 2016. Very rare in special order Tahoe blue, even more rare is having in excess of £55000 spent in restoring it bodily and mechanically. Done 165k with a large documented service history, all books and receipts showing over £55k being recently spent in bringing the 928 back to its former glory. Everything works on car as you would expect! Full extensive photographic record of epic restoration. Been mainly looked after by Porsche main dealers for the last 5 years, done several hundred miles since restoration. Paint and underside are immaculate. Drives great. Far too much to list that has been replaced on the car., Scotland.

113608

PORSCHE 928



1990, 72000 miles, £42,000. We are very pleased to offer this stunning and rare 928GT. One of just 38 right-hand drive and manual gearbox 928 GTs and finished in the highly desirable Guards Red with Linen Leather. 72,000 miles with a fully documented history, 5 Speed manual gearbox, Limited Slip differential, Full electric seats, Height adjustment. Please call 01765 609798, Yorkshire and the Humber. (T)

115645

PORSCHE 944

1990, £10,950. Superb condition, excellent interior. Monumental service records - mainly Porsche specialist, over 100 pages in dedicated folder. Recent timing gears, tensioners, belts bearings, exhaust and tyres. Very pleasant under-bonnet area, sound bodywork and great driver. Please call 07737 117236, West Midlands.

116943

PORSCHE 944



1987. 2 Previous owners current owner 18 years, 94 000 miles, summer use only, always garaged, well maintained and in excellent condition. Please call 07747020758, South West.

116025

PORSCHE 944



1990, 133000 miles, £12,950. 944S2 Cabriolet, Guards red, black interior. Lovely condition, total 3 owners, dotting last one for 29 years. Every document for that period. Serviced at Northway Porsche, always garaged. MOT to February 2023. Spent £3,800 over last 1,500 miles including mega service. Very original. Please call 07711703542, South East.

113090

PORSCHE 944



1990, £16,000. Original except for new w/pump, belts, rollers, cam chain, alternator, fuel pump, battery, discs, pads, hoses, exhaust, fliter, plugs. Please call 07818680583, South East.

115620

PORSCHE 996



2003, £28,500. The Porsche 996 replaced the 993 in 1998 and was the first water cooled Porsche 911. The 996 is becoming increasingly popular with the Porsche fraternity with the opportunity, at low cost, to acquire super car performance. Please call 01282 697171, North West. (T)

117232

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PORSCHE 996



2003, 58776 miles, £16,500. 2003 PORSCHE 911 edition with low mileage of 58k. Full Porsche owner manuals and literature folder. No receipts with the car so cannot say what preventative maintenance work may have been done (ims and rms etc) Up to date service book (Eleven Porsche dealership stamps and 1 specialist stamp) Two keys. Please call 01443 206597, Wales.

111109

PORSCHE 996



1998, £14,950. Absolutely beautiful original condition, unblemished interior and exterior paintwork. Undamaged wheels, perfectly working Tiptronic gearbox and a joy to drive with a commanding exhaust, note great detailed history with correct book and service details. Please call 07737 117236, West Midlands.

116943

PORSCHE 997



2004, £34,995. Manual Transmission and 3.8ltr Engine. UK Registered 2004 and just 35,800 miles and 4 previous owners from new. The 997 C2S 3.8ltr flat 6 cylinder engine produces 350bhp and a claimed 0-60mph of 4.8 seconds. Please call 01282 697171, North West. (T)

117232

PORSCHE 997 911



2010, 66000 miles, £64,999. Gen 2 997 turbo with FPSH. Basalt black with black leather interior. PDK and sports chrono. Other extras include an LSD, heated seats, sunroof and parkassist. Plenty of tread on Bridgestone tyres. Comes with a fitted Porsche cover and has an active Porsche tracker. Had the car for three years and had a major service last year at Porsche Perth. Please call 07942357932, Scotland

114651

PORSCHE BOXSTER



2006, 67000 miles, £11,250. My car is in Arctic Silver with Sand Beige leather interior, registered in November 2006. It's a Tiptronic with Sport Chrono which is a "must have" option with the auto as it makes it more lively and responsive than without. It's in great condition. There's a few stone chips on the front but no rust and she benefits from many optional extras some of which are rarely optioned on a Boxster. Sport Chrono. Extended leather (includes dash and doors). Fully electrically heated and adjustable seats with memory. Bose sound system. Fully specced PCM (telephone module, sat nav, multi-CD player). Boxster S white instrument dials. Boxster S exhaust tips Boxster S 18" wheels (included in sale -see photo-if required but currently not fitted). Standard Boxster 17" wheels currently fitted with recent tyres. Multi-function steering wheel, Wind deflector, Parking sensors, Just serviced, MOT (with no advisories) until December, work undertaken during my ownership: front suspension. . Please call 07909923202, South East.

113703

PORSCHE BOXSTER



1998, 121000 miles, £5,495. Possible Swap? 07957186048, orsche boxer 986 convertible, £5495 px swap ?rare red in colour and triptronic with steering wheel shift, as can be seen in photos the car is in very nice condition for its age, been in family for yrs ,Please call 07957186048, East Midlands.

116146

PORSCHE BOXSTER



2003, £9,750. 2003(03) Porsche Boxster 3.2 S. Metallic Basalt Black with Black leather and Black power soft top. Facelift model with the glass heated rear window and clear indicator lenses. 6-speed manual, power steering, ABS, Porsche stability management, automatic air-conditioning, headlamp wash, factory alloy wheels, xenon headlights, Bose sound system with CD stereo, wind deflector. Please call 01277365415, East of England. (T)

113353

PORSCHE BOXSTER



2003, £57,000. Registered new in May 2003 as a Porsche Boxster 986 2.7, this particular car was transformed into this homage of the original 356 Speedster by Iconic Autobody. With its retro bespoke coachwork there is still the modern drivetrain and chassis of the original Boxster, therefore the same driving characteristics have been maintained. Finished in Porsche Artic Silver paintwork with contrasting Claret Leather bespoke seating and interior, this is a striking looking machine. Please call 07577 575770, South East. (T)

113394

PORSCHE GT2



2003, £120,995. On offer at Jasmine Porschalink is this low-mileage example of a rare 996 GT2 finished in the stunning Lapis blue. Our car is fully HPI clear of any accident damage or outstanding finance. This car has the upgraded factory X50 powerkit on Porsches finely engineered 3.6 twin-turbo flat-six all driven to the back wheels through the six-speed manual transmission. Please call 01282 697171, North West. (T)

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2015, £36,995. Available and on sale at Jasmine PorschaLink is this stunning example of the Porsche 981 Cayman 2.7 finished in Basalt Black Metallic. Extremely low mileage, covering just 18,900 miles from new. Please call 01282 697171, North West. (T)

117233

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